

ZONING CHANGE REVIEW SHEET

CASE: C814-2014-0120 – Austin Oaks Planned Unit Development

Environmental Commission Date: September 6, 2016

Zoning and Platting Commission Date: October 18, 2016

November 1, 2016

DISTRICT: 10

ADDRESS: Southwest Corner of Mo-Pac and Spicewood Springs Road (3409, 3420, 3429, 3445, 3520, 3636, 3701, 3721, 3724, and 3737 Executive Center Drive and 7601, 7718 and 7719 Wood Hollow Drive)

OWNER/APPLICANT: Twelve Lakes, LLC (Jon Ruff)

AGENT: Graves Dougherty Hearon & Moody (Michael Whellan)

ZONING FROM: LO, LR, GR, SF-3

TO: PUD

AREA: 31.4 acres

SUMMARY STAFF RECOMMENDATION:

Staff supports Planned Unit Development (PUD) as depicted in the Land Use Plan and supporting exhibits with the following additional conditions:

1. 10% of residential units will be available for household incomes at 60% of or below the median family income (MFI) for rental and 80% MFI for ownership. [*Subsequent to the Zoning and Platting Commission's recommendation, the Law Department has determined that reserving affordable housing based on an employer is outside the scope of the City of Austin's zoning authority. Because of this, designating a percentage of the affordable units for AISD employees has been removed from the staff recommendation.*]
2. Road/Intersection improvements as noted in the Transportation Impact Analysis Memo (Exhibit I).
3. A cocktail lounge use is limited to 5000 square feet.

ENVIRONMENTAL COMMISSION MOTION:

SEPTEMBER 7, 2016 – POSTPONED TO SEPTEMBER 21, 2016 AT THE REQUEST OF THE NEIGHBORHOOD.

SEPTEMBER 21, 2016 – RECOMMENDED THE ITEM BE CONSIDERED BY THE DEVELOPMENT COMMITTEE AND POSTPONED TO OCTOBER 5, 2016.

OCTOBER 5, 2016 - FORWARD TO ZONING AND PLATTING COMMISSION AND CITY COUNCIL WITHOUT AN AFFIRMATIVE VOTE. MOTION TO APPROVE WITH CONDITIONS FAILED, SUBSEQUENT MOTIONS TO APPROVE WITH CONDITIONS FAILED. THE MOTIONS ARE DETAILED IN EXHIBIT M.

ZONING AND PLATTING COMMISSION

OCTOBER 18, 2016: POSTPONED TO NOVEMBER 1, 2016 AT THE REQUEST OF THE NEIGHBORHOOD

NOVEMBER 1, 2016: APPROVED STAFF RECOMMENDATION WITH ADDITIONAL CONDITIONS, VOTE 8-3 [S. HARRIS, S. LAVANI 2ND FOR - A. AGUIRRE, B. GREENBERG, B. EVANS, Y. FLORES, S. HARRIS, S. LAVANI, G. ROJAS, T. WEBER; AGAINST- A. DENKLER, D. BREITHAAPT, J. KIOLBASSA].

ADDITIONAL CONDITIONS:

1. Measurement of building height will not use mean sea level.
2. A mixed use development is required on Parcel 9 with a commercial ground floor use and multifamily residential above the ground floor.
3. Multifamily residential use is required upon completion of 500,000 square feet of commercial/office use across all parcels.
4. Tree survey is valid until 2033 (20 years).
5. Applicant will pay \$420k within one year for TIA mitigation item 1 and will fully fund phase 1 items 3, 4, 7, 9, and 10 in the TIA memo. Developer will pay 100% of costs, including design and overhead.
6. Liquor sales is prohibited in all districts.
7. Cocktail Lounge is permitted in Hotel district only.
8. Recommend requiring the Park phasing plan as proposed by the applicant.
9. Neighborhood parkland is dedicated at time 250 apartments or once 500,000 sq. ft. is reached.

COUNCIL ACTION:

NOVEMBER 10, 2016 – POSTPONED BY THE NEIGHBORHOOD TO DECEMBER 15, 2016, VOTE 11-0 [D. ZIMMERMAN, O. HOUSTON 2ND].

DECEMBER 15, 2016 – APPROVE ON 1ST READING ZONING AND PLATTING COMMISSION RECOMMENDATION AND KEEP THE PUBLIC HEARING OPEN, VOTE 7-1-1 [A. KITCHEN 1ST, P. RENTERIA 2ND, K. TOVO AGAINST, L. POOL ABSTAIN, D. GARZA AND E. TROXCLAIR OFF THE DAIS]. STAFF IS DIRECTED TO BRING THE ITEM BACK FOR 2ND READING FEBRUARY 2, 2017.

FEBRUARY 2, 2017 – POSTPONED TO FEBRUARY 16, 2017 AT THE REQUEST OF CM ALTER, VOTE 10-0 [L. POOL 1ST, A. ALTER 2ND, G. CASAR OFF THE DAIS]. THE PUBLIC HEARING WAS LEFT OPEN AND STAFF WAS DIRECTED TO BRING THE ITEM BACK FOR 2ND READING.

FEBRUARY 16, 2017- POSTPONED TO MARCH 2, 2017 AT THE REQUEST OF CM ALTER, VOTE 9-2 [J. FLANAGAN, E. TROXCLAIR AGAINST].

MARCH 2, 2017 – POSTPONED TO MARCH 23, 2017 BY THE COUNCIL, VOTE 10-0 [L. POOL 1ST, D. GARZA 2ND, O. HOUSTON OFF THE DAIS]. DIRECTION WAS GIVEN TO KEEP THE PUBLIC HEARING OPEN AND TO HEAR IT AS THE FIRST ZONING ITEM

MARCH 23, 2017 – APPROVED CM CASAR'S SUBSTITUTE MOTION (CM FLANAGAN 2ND) TO CHANGE AO HOTEL USE ON PARCEL 6 TO SPICEWOOD SPRINGS OFFICE USE, AO RESTAURANT ON PARCELS 4 & 5 GET AN ADDITIONAL 18 FEET IN HEIGHT FOR ADDITIONAL PARKING, BUILDING 3 ON PARCEL 3 RECEIVES ONE ADDITIONAL STORY IN HEIGHT, BUILDING 4 ON PARCEL 3 RECEIVES TWO ADDITIONAL STORIES AS WELL AS THE PARKING GARAGE ON PARCEL 3, AO OFFICE ON PARCEL 8 SHALL BE USED FOR RESIDENTIAL AND DECREASE BY ONE STORY, HALF OF THE AFFORDABLE RENTAL AND OWNERSHIP RESIDENTIAL UNITS SHALL BE 2 BEDROOM, BUILDING 12 ON PARCEL 9 SHALL RECEIVE AN ADDITIONAL STORY IN HEIGHT, INCREASE IMPERVIOUS COVER TO 52% WITHIN 300 FEET OF THE OFFSITE SPRINGS AND 59% GROSS SITE AREA. CM FLANAGAN'S FRIENDLY AMENDMENT TO DESIGNATE FUNDING FROM THE APPLICANT IN THE AMOUNT OF \$826,000 TOWARDS THE TRAFFIC MITIGATION PROJECTS IN EXHIBIT N (FROM CM ALTER'S MOTION) AND \$800,000 TOWARDS AFFORDABLE HOUSING WAS ACCEPTED. PASSED 6-5 (MAYOR ADLER, CM CASAR, CM FLANAGAN, CM GARZA, , CM RENTERIA, CM TROXCLAIR – FOR)*

CM TOVO MOVED AND CM HOUSTON 2ND TO REQUIRE ALL THE AFFORDABLE HOUSING UNITS TO HAVE THE SAME AVERAGE UNIT SIZE MIX AS THE MARKET RATE UNITS. PASSED 10-1 [CM TROXCLAIR VOTING NAY].

STAFF AMENDMENTS- SUBCHAPTER E, INTERNAL CIRCULATION ROUTES ARE MODIFIED SO AS NOT TO APPLY TO THE AUSTIN OAKS PUD EXCEPT TO COMPLY WITH ADA; SITE AREA REQUIREMENTS FOR MULTIFAMILY DEVELOPMENT ARE REMOVED; AUSTIN OAKS PUD WILL BE CONSIDERED ONE DEVELOPMENT; ANY AMENDMENT TO BE TREATED AS A SUBSTANTIAL AMENDMENT FOR THE PURPOSES OF NOTIFICATION; SIGN REGULATIONS DIRECTING VEHICULAR AND PEDESTRIAN TRAFFIC ARE MODIFIED; AS ARE PROJECTING AND SUBDIVISION SIGNS; SPICEWOOD SPRINGS CAN BE USED AS A FIRELANE WITH 3 STAIRS CONNECTING THE PROPERTY. PASSED ON CM FLANAGAN'S MOTION (CM GARZA 2ND) VOTE 9-0-1 [CM ALTER ABSTAIN, CM HOUSTON OFF THE DAIS].

CM POOL MOVED (CM ALTER 2ND) TO AMEND TO INCLUDE ALLOWING TWO HERITAGE TREES TO BE MOVED WITHIN THE SITE IN RETURN FOR 750 CALIPER TREE INCHES; LIMITING EXCAVATION DEPTH WITHIN 300 FEET OF SPRINGS TO 15 FEET; PRESERVE HERITAGE TREE IDENTIFIED AS TAG NUMBER 1289; LIMIT VEHICLE TRIPS TO 19648 UNADJUSTED TRIPS PER DAY. PASSED 11-0.

MOTION TO APPROVE KEEPING THE PUBLIC HEARING OPEN WITH LIMITED TESTIMONY PASSED 8-1-2 [CM ALTER- NAY, CM POOL AND CM TOVO- ABSTAIN].

MAIN MOTION WITH AMENDMENTS PASSED 7-4 [CMs ALTER, HOUSTON, POOL, TOVO – NAY].

**CM ALTER MOTIONED (CM POOL 2ND) TO AMEND 1ST READING TO ALLOW OFFICE FOR PARCEL 6, REMOVE PARCEL 8 SPICEWOOD OFFICE MIXED USE DESIGNATION AND REQUIRE PARCEL 8 TO INCLUDE MULTIFAMILY RESIDENTIAL WITH GROUND FLOOR RETAIL USE; LANDOWNER SHALL PAY 100% OF COSTS, INCLUDING DESIGN AND OVERHEAD OF TRAFFIC MITIGATION IMPROVEMENTS SPECIFIED IN NEW EXHIBIT N; TRAFFIC LIMITED TO 19,648 TRIPS PER DAY; LANDOWNER SHALL CONTRIBUTE \$561,324.38 TO BE USED FOR THE TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS AT HART LANE AND SPICEWOOD SPRINGS ROAD.*

CM POOL ADDED A FRIENDLY AMENDMENT TO ALLOW TWO HERITAGE TREES TO BE MOVED WITHIN THE SITE IN RETURN FOR 750 CALIPER TREE INCHES; LIMITING EXCAVATION DEPTH WITHIN 300 FEET OF SPRINGS TO 15 FEET; PRESERVE HERITAGE TREE IDENTIFIED AS TAG NUMBER 1289.

THIS MOTION WAS NOT VOTED ON AS CM CASAR MADE A SUBSTITUTE MOTION WHICH SUBSEQUENTLY PASSED.

ISSUES:

A zoning petition has been received and validated at 24.51%.

EXHIBITS AND ATTACHMENTS TO THE STAFF REPORT:

- Exhibit A: Zoning Map
- Exhibit B: Aerial Map
- Exhibit C: Austin Oaks Land Use Plan
- Exhibit D: Tier 1 and Tier 2 Compliance Summary
- Exhibit E: Proposed Code Modifications
- Exhibit F: Tree Plan
- Exhibit G: Parks Plan Exhibit

Exhibit H: Parks and Recreation Memo
Exhibit I: TIA Staff Memo dated October 7, 2016
Exhibit J: Creek Plan
Exhibit K: Streetscape Plans
Exhibit L: Open Space Plan
Exhibit M: Environmental Memo
Exhibit N: Environmental Commission Motions
Exhibit O: Affordable Housing Program Language
Exhibit P: Educational Impact Statement
Other PUD Exhibits
Citizen comments

DEPARTMENT COMMENTS:

The subject property includes 13 parcels that collectively total 31.4 acres of land that was developed as an office park in the 1970's. The office park consists of 12, two to three-story buildings and associated surface parking lots. The properties are divided north and south of Executive Center Boulevard with all parcels having driveway access from Executive Center Drive. The two parcels that are at the northeast and northwest corners of Wood Hollow Drive and Executive Center Drive also have driveway access from Wood Hollow Drive. Executive Center Drive is accessible from Hart Lane, Wood Hollow Drive, and from the south bound Mopac Express Way feeder road.

The property is currently designated with limited office (LO), neighborhood commercial (LR), and community commercial (GR) district zoning (see Exhibit B). There are also two 25-wide family-residence (SF-3) zoned strips along the western boundary of the project at Hart Lane; these strips predated compatibility standards, and were to serve as a buffer to residential properties on the opposite side of the roadway. These SF-3 portions have been incorporated into the PUD, along with the existing LO, LR, and GR zoning tracts.

The property, and surrounding neighborhood, is not part of an active or near-future neighborhood planning effort. Surrounding properties are a mix of residential and commercial uses. North of Spicewood Springs Road lies the Balcones West neighborhood, which is mostly family-residence (SF-3) zoning, with office and commercial zoning (LO, LR, and GR) along Spicewood Springs. Mopac is adjacent to the property along the east of the project, with the Allendale neighborhood beyond. Low-density multifamily residential zoning (MF-2) lies to the south, again with some office and commercial districts (LO, GO, LR, GR, and CS-1) along Mopac and Greystone Drive. Hart Lane marks the western edge of the project, beyond which is predominantly family-residence (SF-3), with some higher density residential (SF-6 and the 1979 Williamsburg PUD) along Spicewood Springs at the north.

The Applicant has requested PUD district zoning in order to build a mixed-use development that will include 250 multifamily residential units, a maximum of 12,800 square feet of restaurant uses, 90,000 square feet of hotel uses and 865,900 square feet of office uses. Per the Land Use Plan submitted on August 30, 2016 (please refer to Exhibit C), buildings in the development will have maximum heights ranging from 35 feet to 92.5 feet.

Additionally, the development will also provide 8.5 acres of dedicated parkland (5.34 acres credited parkland) and trails with a total of 11.01 acres of open space. The amount of credited parkland is 11.3% higher than required by the 2016 Parkland Dedication ordinance (Credited Parkland owed = 4.8 acres; Credited Parkland provided = 5.34 acres) and 100% of the neighborhood park acres is level and suitable for open play. The applicant is also proposing to provide \$1,546,500 towards the development of the Neighborhood Park. This amount represents \$5,155 per residential unit, 15 times more than the current \$317 per unit park-development fee required in 25-1-606. Additional funds will be spent to connect the

park areas with trails. Please see attached memo from the Parks and Recreation Department supporting the superiority of these elements (Exhibit H).

Traffic Impact Analysis

The Transportation Impact Analysis review has been completed by the Austin Transportation Department (ATD) and traffic infrastructure modifications have been identified for the proposed development and uses. ATD staff has recommended the following intersection improvements be made by the applicant:

- Install a fully actuated traffic signal at the intersection of Spicewood Springs Road and Hart Lane. This will include an advance flasher west of the intersection on Spicewood Springs Road.
- Provide a free eastbound right-turn movement from Spicewood Springs Road to Loop 1 Southbound Frontage Road.
- Construct a southbound right-turn deceleration lane on Loop 1 Southbound Frontage Road (upstream of Executive Center Drive).
- Construct a southbound acceleration lane on Loop 1 Southbound Frontage Road (downstream of Executive Center Drive).

Please see attached document from Transportation Impact Analysis Memo (Exhibit I).

Affordable Housing

The Applicant is proposing to provide a total of 10% of the residential units to households whose income is 80 percent or below the median family income (MFI) for ownership units and 60 percent MFI or below for rental units. Up to 50% of the affordable units may be provided to households in which one of the members is employed by the Austin Independent School District, so long as their income does not exceed 120% MFI of the Austin metropolitan statistical area for ownership units or rental units **Please Note: The Law Department has determined that reserving affordable housing based on an employer is outside the scope of the City of Austin’s zoning authority. As such this provision is removed from the staff recommendation.**

PUD requirements

Per the Land Development Code, PUD district zoning was established to implement goals of preserving the natural environment, encouraging high quality development and innovative design, affordable housing and ensuring adequate public facilities and services. The City Council intends PUD district zoning to produce development that achieves these goals to a greater degree than and thus is superior to development which could occur under conventional zoning and subdivision regulations.

City Council approved revisions to the PUD regulations that became effective June 29, 2008. To help evaluate the superiority of a proposed PUD, requirements are divided into two categories: Tier 1, which is requirements that all PUDs must meet, and Tier 2 which provides criteria in 13 topical areas in which a PUD may exceed code requirements and therefore demonstrate superiority. A PUD need not address all criteria listed under Tier 2, and there is no minimum number of categories or individual items required (Exhibit D).

As shown in Exhibit C (Land Use Plan), the proposed area has been divided into ten parcels which the applicant intends to redevelop in phases. Below is a table showing each parcel’s proposed use and development specifications:

Parcel	Acres	Land Use	Building #	Maximum Floors	Maximum Building Height (feet)	Maximum Building Height (MSL)	Approximate Building square footage
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1	4.66	Mopac Office MU	1	6	80	875	150,000
2	3.7	Mopac Office Mixed Use	2	6	80	865	120,000
3	6.72	Mopac Office Mixed Use	3	7	92.5	875	175,000
			4	7	92.5	845	140,000
4	1.02	Restaurant	5	1	35	770	6,400
5	1.17	Restaurant	6	1	35	770	6,400
6	1.8	Hotel	7	5	67.5	835	90,000
7	2.92	Spicewood Springs Mixed Use	8	1	35	815	6,900
			9	5	67.5	857.5	125,000
8	3.35	Spicewood Springs Office Mixed Use	10	5	67.5	865	125,000
			11	1	35	853	24,000
9	3.69	Mixed Use	12	4	55	830	223,000
10	2.37	Park	0				0
Total	31.4						1,191,700

Proposed Code Modifications

There are 22 modifications to Code requirements requested by the Applicant (Exhibit E).

1. *Section 25-8-25(B)(1) and (3) (Redevelopment Exception in Urban and Suburban Watersheds) are modified to apply to the entirety of the PUD on an overall basis;*
2. *Section 2.4.3 (Buffering) of the Environmental Criteria Manual is modified as to Parcel 1 and Parcel 4, such that plants used as buffering elements shall be planted in a permeable landscape area at least three (3) feet wide, measured from inside of curb or pavement to the property line.*
3. *Section 25-6-477 (Bicycle Parking) for office, residential, and hotel uses is modified;*
4. *Section 25-2-1008(A)(1) (Irrigation Requirements) will be applied on an overall basis;*
5. *Section 2.4.1 D (Street Yard Trees) of the City of Austin Environmental Criteria Manual is modified to increase the requirements;*
6. *Section 3.3.2(A) (General Tree Survey Standards) of the City of Austin Environmental Criteria Manual is modified to lengthen the time period for which the survey can be used;*
7. *Section 25-8-641(B) (Removal Prohibited) is modified as set forth in the Ordinance to allow for the removal of specific Heritage Trees;*
8. *Section 3.5.4 (Mitigation Measures) of the City of Austin Environmental Criteria Manual is modified as set forth in the Ordinance to provide a standard for redevelopment sites and provide that tree mitigation credit shall be granted for removing existing impervious cover from the critical root zone of preserved trees;*

9. *Section 25-7-61(A)(5) (Criteria for Approval of Development Applications), and Section 1.2.2.A and D of the City of Austin Drainage Criteria Manual (General) are modified to apply to the entirety of the PUD on an overall basis;*
10. *Sections 25-7-32 (Director Authorized to Require Erosion Hazard Zone Analysis) is modified so that another Erosion Hazard Zone Analysis is not required for each site plan;*
11. *Section 25-2-1062 (Height Limitations and Setbacks for Small Sites) is modified as set forth on the Land Use Plan;*
12. *Section 25-2-1063 (Height Limitations and Setbacks for Large Sites) is modified as set forth on the Land Use Plan;*
13. *Section 25-2-1065 (Scale and Clustering Requirements) is modified as set forth on the Land Use Plan;*
14. *Subchapter E (Design Standard and Mixed Use) Section 2.2 (Relationship of Buildings to Streets and Walkways) is modified as set forth on the Land Use Plan;*
15. *Subchapter E (Design Standard and Mixed Use) Section 2.3 (Connectivity) is modified as set forth on the Land Use Plan and the Streetscape Plan Exhibit;*
16. *Subchapter E (Design Standard and Mixed Use) Section 2.4 (Building Entryways) is modified as set forth on the Land Use Plan and the Streetscape Plan Exhibit;*
17. *Subchapter E (Design Standard and Mixed Use) Section 3.2 (Glazing and Facade Relief Requirements) shall not apply to the AO Hotel Parcel 6 or the AO Mixed Use Parcel 9;*
18. *Subchapter E (Design Standard and Mixed Use) Article 4 (Mixed Use) is modified as set forth on the Land Use Plan;*
19. *Section 25-10-101(C)(2) and (3)(a) (Signs Allowed in All Sign Districts Without An Installation Permit) is modified to improve directional signage given the topography at the site;*
20. *Section 25-10-130 (Commercial Sign District Regulations) is modified to allow projecting signs and increase sign size within the Property; and*
21. *Section 25-10-154 (Subdivision Identification Sign) is modified to provide for an appropriate number of subdivision signs.*
22. *Section 25-6-472 (Parking Facility Standards) is modified as set forth in the Ordinance to account for a mixed use development.*

Proposed Benefits/Superiority of the PUD:

Parkland/Open Space

--5.34 acres credited parkland) and trails with a total of 11.01 acres of open space. Applicant will contribute 1,546,500 towards the park development which is \$5,155 per residential unit, 15 times more than the current \$317 per unit park-development fee.

--Maintain proposed bridge over creek and walkways for ten years.

Environmental/Drainage

- Provide more open space than required – approximately 3.2 extra acres, or 41 percent more open space than required based on the proposed land uses.
- Limit impervious cover to 58 percent across the entire property, which is eight percent below the maximum that would otherwise be allowed by code. Under the redevelopment exception, the project could maintain but not increase the amount of impervious cover on the site, which is currently 66 percent.
- Provide superior flood mitigation by providing a minimum of 20,000 cubic feet of additional on-site flood detention.
- Exceed the minimum code requirements for landscaping by increasing the percentage of street yard trees that are from the Preferred Plant List, increasing the minimum size to 3” caliper and 8’ height, and increasing the species diversity of planted trees [max 50% of same genus or species to max 30% of same genus or species].
- 75 percent of plants will be native or adapted species (excluding turf and plants in dedicated parkland).
- Provide an IPM Plan, which will minimize pesticide use in landscaped areas.
- Preserve at least 75 percent of all caliper inches of heritage and protected trees, calculated together, and at least 75 percent of all native caliper inches, including trees 1” in diameter and larger.
- Restore riparian vegetation in degraded Critical Water Quality Zone and Critical Environmental Feature buffer areas. The project shall remove approximately 1.65 acres of existing, non-compliant impervious cover from the CWQZ and CEF buffers.
- Improve the degraded riparian area by laying back the west creek bank on Parcels 4 and 5, as shown on the applicant’s Exhibit J – Creek Plan. The project will create an inundation area that will also be restored.

Affordable Housing

10% of residential units will be available for household incomes at 60% of or below the median family income (MFI) for rental and 80% MFI for ownership. Up to 50% of the total affordable units may be available to households in which one of the members is employed by the Austin Independent School District at 120% MFI for either rental or ownership. **Please Note: *The Law Department has determined that reserving affordable housing based on an employer is outside the scope of the City of Austin’s zoning authority. As such this provision is removed from the staff recommendation.***

Green Building

- Comply with at least a 2-Star Green Building standard.

EXISTING ZONING AND LAND USES:

SITE	ZONING	LAND USES
<i>properties between Hart Lane and Wood Hollow Drive</i>	LO and SF-3	Administrative and Business Office
<i>North</i>	SF-3, LR, LO	Administrative and Business Office, Single Family Residential, Automotive Repair Services
<i>South</i>	LO	Multifamily – Apartments
<i>East</i>	LO, GR	Administrative and Business Office
<i>West</i>	SF-3	Single Family Residential

SITE	ZONING	LAND USES
<i>Site – properties at the corner of</i>	GR	Administrative and Business Office

<i>MoPac and Spicewood Springs Rd.</i>		
<i>North</i>	LO	Administrative and Business Office
<i>South</i>	MF-2, LR CS-1-CO, GR	Multifamily – Apartments, Administrative and Business Office Service Station, Liquor Sales
<i>East</i>	n/a	MoPac Expressway service road
<i>West</i>	MF-2, LO	Multifamily – Apartments, Administrative and Business Office

SITE	ZONING	LAND USES
<i>Site – properties between Wood Hollow Dr. and MoPac Expwy, South of Executive Center Dr.</i>	LR	Administrative and Business Office
<i>North</i>	GR	Administrative and Business Office
<i>South</i>	CS-1-CO, GR	Service Station, Liquor Sales
<i>East</i>	n/a	MoPac Expressway service road
<i>West</i>	MF-2,	Multifamily – Apartments

TIA: Completed. TIA Memo attached (Exhibit I)

WATERSHEDS: Shoal Creek

DESIRED DEVELOPMENT ZONE: Yes

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: No

NEIGHBORHOOD ORGANIZATIONS:

Austin Independent School District	742
Northwest Austin Civic Association	53
Austin Neighborhoods Council	511
The Real Estate Council of Austin, Inc.	1236
Austin Heritage Tree Foundation	1340
Sierra Club, Austin Regional Group	1228
SEL Texas	1363
Bike Austin	1528
Balcones Civic Association	5
Homeless Neighborhood Association	1037
Super Duper Neighborhood Objectors and Appealers Organization	1200
North Austin Neighborhood Alliance	283
5702 Wynona Neighbors	769
Allandale Neighborhood Association	3

North Shoal Creek Neighborhood Association	126
Friends of Emma Barrientos MACC	1447
Sustainable Neighborhoods	1396
NW Austin Neighbors	1507

SCHOOLS:

Doss Elementary School Murchison Middle School Anderson High School

RELATED CASE HISTORIES:

NUMBER	REQUEST	PLANNING COMMISSION	CITY COUNCIL
C814-2008-0016 – Dell Jewish Community Center, 7300 Hart Lane	SF-3 to PUD	8/19/2008 – Apvd PUD with conditions.	9/29/2008 – Apvd PUD with conditions.

CITY COUNCIL DATE: March 23, 2017.

ACTION: Amended ZAP recommendation with additional conditions listed in “Council Action” above on 2nd READING.

ORDINANCE READINGS: 1st 12/15/16

2nd 03/23/17 3rd

ORDINANCE NUMBER:

CASE MANAGER: Andrew Moore

PHONE: 512-974-7604
andrew.moore@austintexas.gov

SUMMARY STAFF RECOMMENDATION:

The staff recommendation is to approve the Austin Oaks Planned Unit Development (PUD) zoning as represented in the Exhibits submitted with the application and listed in Tier Charts. In addition, staff recommends:

1. 10% of residential units will be available for household incomes at 60% of or below the median family income (MFI) for rental and 80% MFI for ownership. Up to 50% of the total affordable units may be available to households in which one of the members is employed by the Austin Independent School District at 120% MFI for either rental or ownership (Exhibit N).
2. Road/Intersection improvements as noted in the Transportation Impact Analysis Memo (Exhibit I).
3. A cocktail lounge use is limited to 5,000 square feet.

A Public Restrictive Covenant will include all recommendations listed in the Traffic Impact Analysis memorandum dated October 6,2016.

BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)

1. *The proposed zoning should be consistent with the purpose state of the district sought.*

The Planned Unit Development (PUD) district is intended for large or complex developments under unified control, planned as a single contiguous project. It is intended to allow single or multi-use projects within its boundaries and provides greater design flexibility for development proposed within the PUD. Use of the PUD district should result in development superior to that which would occur under conventional zoning and subdivision regulations. It is appropriate if it enhances preservation of the natural environment, encourage high quality development and innovative design, and ensure adequate public facilities and services for development within a PUD.

- 2. Zoning changes should result in a balance of land uses, provides an orderly and compatible relationship among land uses, and incorporates environmental protection measures.*

The staff is recommending PUD zoning at this location because it provides a mix of commercial and residential uses at an intersection of a major arterial and a Freeway. The creation of nodal development is supported Imagine Austin and will provide an opportunity for a mix of uses with greater park and open space and improved environmental protection. The proposed development promotes a greatly improved multi-modal experience with a reduced reliance on single occupancy vehicles. The increased building heights proposed along the Mopac frontage road and Spicewood Springs road are recommended in return for the superior environmental improvements and riparian restoration, removal of impervious cover, affordable housing, green building and park/open space.

- 3. Zoning should promote clearly-identified community goals, such as creating employment opportunities or providing for affordable housing.*

In addition to providing more office space than currently exists, the mix of uses will provide a substantial increase in employment opportunities (hotel, restaurant and retail). The applicant is proposing to provide affordable housing for the general population and at the request of neighbors, moderate income housing for Austin Independent School District employees.

- 4. Zoning should allow for reasonable use of property.*

The existing office park is typical of a 1970s suburban development with extensive surface parking. The proposed redevelopment will be a mixed-use, pedestrian oriented phased project in what is now a central location. It promotes the type of uses and environmental improvements proscribed in Imagine Austin.

Educational Impact Statement

The Educational Impact Statement conducted by Austin Independent School District Planning Staff was based on the originally proposed PUD application with 277 multifamily units. The project currently proposed will have 250 multifamily units. Using that unit number, the enrollment of Doss Elementary is projected to increase by 30 students; Murchison Middle school will increase by 9 students; and Anderson High School will increase by 18 students. Doss and Murchison are well above their target ranges of 75-115%. Doss is at 169% and Murchison 122%. Anderson High School is within the target range at 108%. AISD is already working on intervention strategies to address overcrowding at Doss and will need to do the same at Murchison with the addition of these units.

Additional Department Review

Imagine Austin Analysis

NPZ Comprehensive Planning Review - Kathleen Fox 512-974-7877

SF-3, LO, LR, GR to PUD

This zoning case is located on a 31.3 acre site located on the south side of Spicewood Springs Road and on either side of Wood Hollow Drive, which is adjacent to Mopac to the west. The property is not located within the boundaries of a neighborhood planning area. The site contains an office complex and the developer wants to build a mixed use project with residential elements including residential townhomes, multi-family apartments, retail, and office uses. The proposed project will contain approximately 250 dwelling units, 100,000 sq. ft. of retail, and 850,000 sq. ft. for offices.

Imagine Austin

The site is located over the Edwards Aquifer Recharge Zone, as identified on the Imagine Austin's Environmental Resources Map, found in the Image Austin Comprehensive Plan (IACP). An aquifer contributing zone is an area where runoff from precipitation flows to the recharge zone of an aquifer. Streams in the contributing zone flow downstream into the recharge zone and "contribute" water to the aquifer.

It is also located within the boundaries of 'Neighborhood Center', as identified on the Imagine Austin's Growth Concept Map. A Neighborhood Center is the smallest and least intense of the three types of activity centers outlined in the Growth Concept Map, with a focus on creating local businesses and **services**—including doctors and dentists, shops, branch libraries, dry cleaners, hair salons, coffee shops, restaurants, and other small and local businesses that generally serve the center and surrounding neighborhoods. The following IACP policies are also relevant to this case:

- **LUT P1.** Align land use and transportation planning and decision-making to achieve a compact and connected city in line with the growth concept map.
- **LUT P3.** Promote development in compact centers, communities, or along corridors that are connected by roads and transit that are designed to encourage walking and bicycling, and reduce health care, housing and transportation costs.
- **LUT P7.** Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.
- **H P1.** Distribute a variety of housing types throughout the City to expand the choices able to meet the financial and lifestyle needs of Austin's diverse population.
- **N P1.** Create complete neighborhoods across Austin that have a mix of housing types and land uses, affordable housing and transportation options, and access to schools, retail, employment, community services, and parks and recreation options.

Based upon: (1) abutting residential, office, and commercial land uses located in this area, which is along a major corridor; (2) the property being located within the boundaries of a Neighborhood Center, which supports mixed use, including residential, office and retail uses, and; (3) the Imagine Austin policies referenced above, which supports a variety of land uses, including mixed use centers, staff believes that this proposed mixed use development promotes the Imagine Austin Comprehensive Plan as long as environmental ordinances are considered and enforced.

Environmental

Please refer to Exhibit M – Environmental Memo

Transportation

Please refer to Exhibit I – TIA Memo

Water and Wastewater

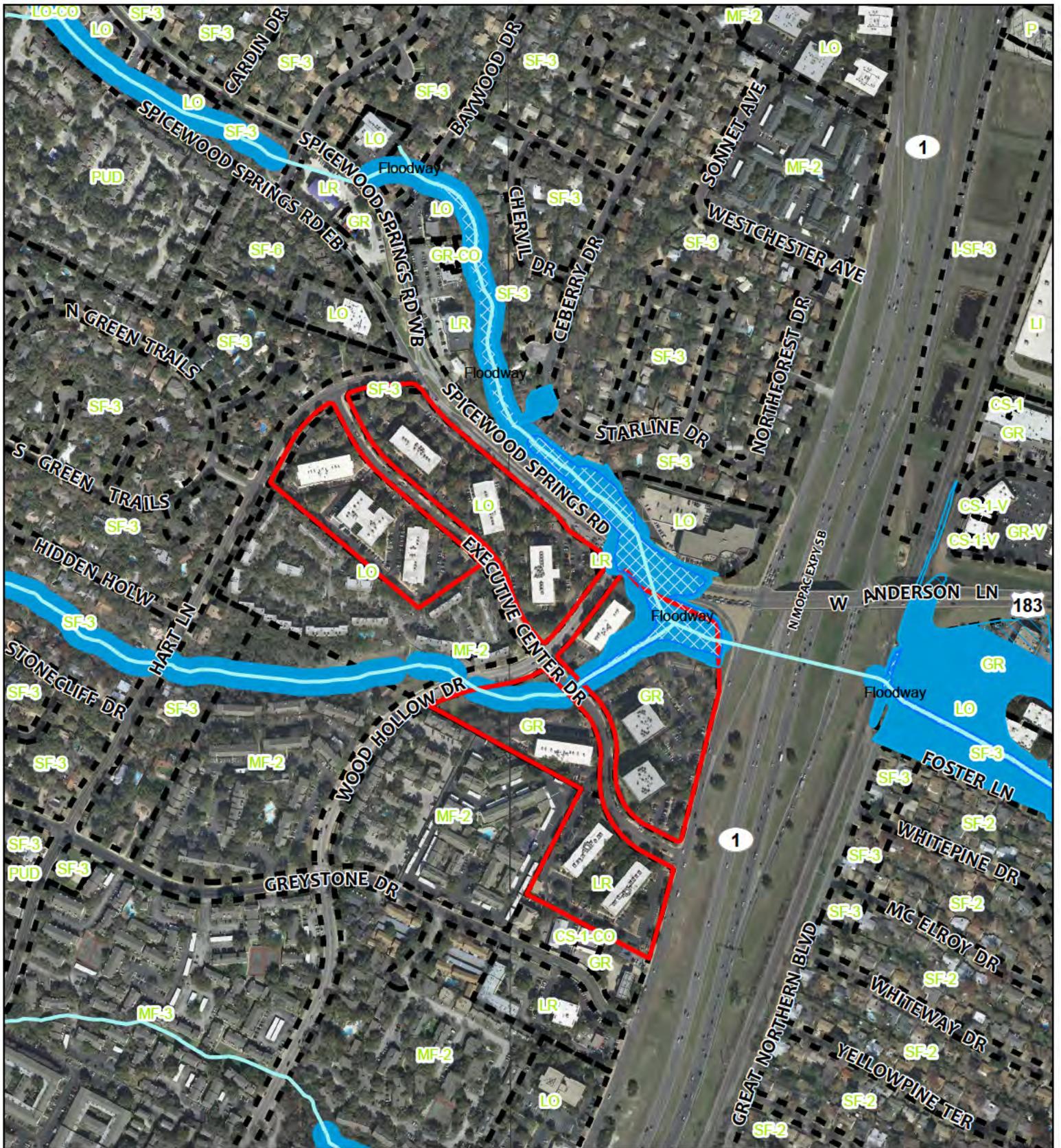
NPZ Austin Water Utility Review – Bradley Barron 512-972-0078

FYI: The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, water or wastewater easements, utility relocations and/or abandonments required by the proposed land uses. It is recommended that Service Extension Requests be submitted to the Austin Water Utility at the early stages of project planning. Water and wastewater utility plans must be reviewed and approved by the Austin Water Utility in compliance with Texas Commission of Environmental rules and regulations, the City's Utility Criteria Manual and suitability for operation and maintenance. All water and wastewater construction must be inspected by the City of Austin. The landowner must pay the City inspection fees with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.

Typical water system operating pressures in the area are above 65 psi. Pressure reducing valves reducing the pressure to 65 psi (552 kPa) or less to water outlets in buildings shall be installed in accordance with the plumbing code.

All AWU infrastructure and appurtenances must meet all TCEQ separation criteria. Additionally AWU must have adequate accessibility to safely construct, maintain, and repair all public infrastructure. Rules & guidelines include:

1. A minimum separation distance of 5 feet from all other utilities (measured outside of pipe to outside of pipe) and AWU infrastructure;
2. A minimum separation distance of 5 feet from trees and must have root barrier systems installed when within 7.5 feet;
3. Water meters and cleanouts must be located in the right-of-way or public water and wastewater easements;
4. Easements AWU infrastructure shall be a minimum of 15 feet wide, or twice the depth of the main, measured from finished grade to pipe flow line, whichever is greater.
5. A minimum separation of 7.5 feet from center line of pipe to any obstruction is required for straddling line with a backhoe;
6. AWU infrastructure shall not be located under water quality or detention structures and should be separated horizontally to allow for maintenance without damaging structures or the AWU infrastructure.
7. The planning and design of circular Intersections or other geometric street features and their amenities shall include consideration for access, maintenance, protection, testing, cleaning, and operations of the AWU infrastructure as prescribed in the Utility Criteria Manual (UCM)
8. Building setbacks must provide ample space for the installation of private plumbing items such as sewer connections, customer shut off valves, pressure reducing valves, and back flow prevention devices in the instance where auxiliary water sources are provided.



ZONING

ZONING CASE#: C814-2014-0120 - Austin Oaks PUD
 LOCATION: MoPac & Spicewood Springs Rd
 SUBJECT AREA: 31.37 acres
 GRID: H30
 MANAGER: ANDREW MOORE

- Creek Centerlines
- City of Austin Fully Developed 100-Year Floodplain
- City of Austin Fully Developed 25-Year Floodplain
- Subject Property
- Critical Water Quality Zone
- Water Quality Transition Zone



This map has been produced by the Communications Technology Management Dept. on behalf of the Planning Development Review Dept. for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

MASTER REVIEW REPORT

CASE NUMBER: C814-2014-0120

CASE MANAGER: Andy Moore

PHONE #: 512-974-7604

REVISION #: 00

UPDATE: 5

PROJECT NAME: Austin Oaks PUD

SUBMITTAL DATE: August 18, 2016

REPORT DUE DATE: August 28, 2016

FINAL REPORT DATE: September 6, 2016

REPORT LATE: 9 DAYS

LOCATION: Southwest Corner of Mo-Pac and Spicewood Springs Road (3409, 3420, 3429, 3445, 3520, 3636, 3701, 3721, 3724, and 3737 Executive Center Drive and 7601, 7718 and 7719 Wood Hollow Drive)

STAFF REVIEW:

- This report includes all comments received to date concerning your proposed planned unit development. The PUD will be scheduled for Commission when all requirements identified in this report have been addressed.
- PLEASE NOTE: IF YOU HAVE ANY QUESTIONS, PROBLEMS, CONCERNS OR IF YOU REQUIRE ADDITIONAL INFORMATION ABOUT THIS REPORT, PLEASE DO NOT HESITATE TO CONTACT YOUR CASE MANAGER (referenced above) at the CITY OF AUSTIN, PLANNING AND ZONING DEPARTMENT, P.O. BOX 1088, AUSTIN, TX.

REPORT:

- The attached report identifies those requirements that must be addressed by an update to your application in order to obtain approval. This report may also contain recommendations for you to consider, which are not requirements.
- ADDITIONAL REQUIREMENTS AND RECOMMENDATIONS MAY BE GENERATED AS A RESULT OF INFORMATION OR DESIGN CHANGES PROVIDED IN YOUR UPDATE.

AE Green Building Program – Sarah Talkington - 512-482-5393.

Comments cleared

Neighborhood Housing & Community Development – Regina Copic
512-974-3180

Continue working with NHCD to craft specific affordable housing requirements.

Parks & Recreation Dept. Planning – Marilyn Lamensdorf - 512-974-9372

UPDATE 5:

PR1 – 4 **Cleared** in update 4.

PR5: **Cleared.**

PR6: Cleared. It was agreed that any amount remaining of the \$1,546,500 for Parcel 10 and a historic marker on Parcel 8, may be spent on Parcel 8 (Heritage Park). Also that Heritage Trail will receive 80% credit for parkland under 25-1-604 (private parkland with public easement.)

PR6: **Cleared.**

PR7: **Cleared.** Language proposed in draft ordinance related to parks describes timing of parkland dedication.

FYI: Work with Environmental, Water Quality and Wetland Biologist reviewer to ensure that enough room exists for a trail to be built through the dedicated park acres on Parcel 4.

WPD Environmental Office Review – Andrea Bates - 512-974-2291

Update 5: Comment numbers have been corrected as needed.

Tier 1 & Tier 2 Compliance (superiority table)

EO 2. *Tier 1, #8, minimum landscaping requirements.* Please specify how the project will exceed the minimum landscaping requirements of the Code, and clarify any references to the “Grow Green Program.” Grow Green is an educational program, not a specific set of requirements. Please note that using native and adapted plants from the Grow Green Guide and providing an IPM for the PUD are not sufficient to exceed the minimum landscaping requirements as required by Tier 1.

Update 4: Using native and adapted plants for 50% of plant materials (excluding turf and land within dedicated parkland) and preparing an IPM plan for the PUD are not sufficient to exceed minimum landscaping requirements as required by Tier 1, especially given the requested code modifications. Please work with staff to develop a proposal to exceed the minimum landscaping requirements of the code.

Update 5: Informal, pending document updates. Please incorporate the changes discussed during the meeting with staff on August 24.

EO 5. *Tier 2, #2, environment.* Please revise the Tier 2 table to include all of the Environmental/Drainage criteria listed in the code (Chapter 25-2(B), Article 2, Division 5, §2.4). Each code criterion should be listed in a separate row, and the Compliance and Explanation columns should state whether and how the project is meeting that criterion (i.e., yes, no, or not applicable; for yes, a description of the proposal). Proposed superiority items that do not fit under code criteria can be added under “Employs other creative or innovative measures to provide environmental protection.” Please ensure that the description in the Explanation column is specific enough to provide a review standard for future development applications.

Update 4: Please make the following revisions:

- a. Add the following Tier 2 element and applicant’s response to the table: “Provides water quality treatment for currently untreated, developed off-site areas of at least 10 acres in size.”
- b. *Complies with current code:* Change “yes” to “not applicable.” The property does not have entitlements to follow old code provisions.
- c. *Reduces impervious cover:* Add a statement that the maximum impervious cover otherwise allowed under the redevelopment exception is 66 percent.
- d. *Volumetric detention:* The PUD is not proposing volumetric detention. Change “yes” to “no,” and move the description of the proposed on-site detention to the last row under Environment/Drainage (“Employs other creative or innovative measures to provide environmental protection”). Per the Environmental Officer, staff also requests that the PUD participate in the RSMP for the remaining volume of detention that would be required based on undeveloped conditions. Maximizing on-site detention and participating in RSMP for the remainder would be a significant superiority item.
- e. *Tree preservation:* Change “yes” to “yes as modified,” since the proposal does not meet all three criteria listed in the code.
- f. *Tree plantings:* Please discuss the feasibility of this proposal with staff.
- g. *50% increase in setbacks:* Calculate the size of all existing and proposed setbacks, to confirm whether there will be a 50% increase in the CWQZ and each CEF buffer. When measuring existing and proposed setbacks, include undeveloped/restored area within the standard CWQZ and 150’ buffer widths.

- h. *Clusters impervious cover*: Change “yes” to “no.” Credit for the expanded/restored CWQZ and CEF buffers is provided under several other Tier 2 elements.
- i. “*This site current has no water quality treatment...*”: Delete this statement. Water quality treatment is required under the redevelopment exception, and impervious cover removal from the CWQZ is credited under a different Tier 2 element.
- j. “*The existing impervious cover located...*”: Delete this statement; impervious cover removal is credited under a different Tier 2 element.
- k. “*The project shall provide for the preservation of the [CEFs]...*”: Delete this statement; this is a code requirement and restoration is credited under a different Tier 2 element.
- l. “*The updated plan preserves more than 7,000 caliper inches...*”: Delete this statement; tree preservation is credited under a different Tier 2 element.
- m. Please add letters or numbers to each Tier 2 Environment/Drainage element to make it easier to reference specific superiority elements.

Update 5: Comment cleared. Please continue to update the superiority table language as needed to clarify PUD commitments.

EO 7. *Tier 2, #2, environment*. Please provide the existing square footage of impervious cover within the CWQZ and 150’ CEF buffers, the square footage of impervious cover proposed to be removed, the square footage of any new non-compliant impervious cover or other development to be located in those areas, and the minimum distance of existing and proposed non-compliant development from the creek and CEF. This analysis should be performed separately for the CWQZ and each CEF setback on each parcel.

Update 4: Please update the exhibits to identify existing and proposed non-compliant development within the CWQZ (including areas that overlap CEF buffers). All of the existing impervious cover is non-compliant, but some of the proposed development may be allowed by code. For example, the pedestrian bridge would be allowed under 25-8-262. Part of the trail running parallel to the creek might comply with 25-8-261(B)(3), but other sections might be non-compliant because they are located within 25 feet of the centerline.

In addition to the exhibits, please prepare a table that includes the following for the CWQZ and each CEF buffer: square footage of existing non-compliant development; existing minimum distance from the feature; square footage of proposed non-compliant development; and proposed minimum distance from the feature. Please coordinate with PARD staff to determine if any other non-compliant park amenities (e.g., picnic table pads, etc.) will need to be located within the CWQZ or CEF buffers. If so, include that square footage in the calculation of proposed non-compliant development.

Update 5: Comment cleared.

EO 8. *Tier 2, #2, environment*. Please provide additional information about the proposed restoration in the CWQZ and CEF buffers. Staff suggests the following draft language:

The PUD shall restore the critical water quality zone and CEF buffer areas identified in Exhibit H, Creek Plan. A restoration plan shall be submitted to the City for review and approval and implemented with each site plan for Parcels 2, 3, 4, and 5. The restoration

plan shall include planting and seeding pursuant to Standard Specification 609S and must demonstrate that the following parameters of Appendix X “Scoring: Zone 2 – Critical Water Quality Zone” shall be raised to “Good (3)” or “Excellent (4)” condition: Gap Frequency, Soil Compaction, Structural Diversity, and Tree Demography.

Per the above language, Exhibit H should show all areas within the CWQZ and 150’ CEF setbacks where existing impervious cover will be removed and restoration will be performed.

Update 4: I understand the intent of the changes, but the proposed language is not acceptable. Staff suggests the following revised language, which would apply to CWQZ/floodplain and upland CEF buffer areas:

“The PUD shall restore the critical water quality zone and CEF buffer areas identified in Exhibit H, Creek Plan. A restoration plan shall be submitted to the City for review and approval and implemented with each site plan for Parcels 2, 3, 4, and 5. The restoration plan shall include planting and seeding pursuant to Standard Specification 609S and must demonstrate that revegetation is adequate to achieve a score of “Good (3)” at maturity for the following parameters of Appendix X “Scoring: Zone 1 – Floodplain Health”: Gap Frequency, Soil Compaction, Structural Diversity, and Tree Demography. The identified Zone 1 parameters shall apply to all restored areas within the CWQZ and CEF buffers. The restoration plan may accommodate a trail or other permitted park improvements, if the location of the improvements has been identified at the time of site plan submittal.”

(Note that the parameters are the same as previously requested, but staff decided Zone 1 is a more appropriate reference.) Staff requests that all restoration areas identified in Exhibit H meet the four identified parameters from Appendix X. Those parameters are appropriate restoration metrics for the CEF buffers/uplands as well as the CWQZ.

As discussed during recent meetings with staff and the Environmental Officer, please update the table to include the commitment to laying back and restoring the western creek bank. Include a drawing showing a conceptual cross section, the area of bank to be laid back, how the pedestrian bridge is to be incorporated, revegetation requirements, etc., as well as text in the Tier 2 table describing the plan with estimated detention volume. Also, include text describing alternative plans in case of subsurface geology preventing maximum lay back area.

Update 5: Informal; please continue to work with staff on document edits as needed.

EO 11. *Tier 2, #2, environment.* Please provide any known details about the proposed inundation area on Parcel 3 (e.g., that it will be located where impervious cover is removed; whether it will be within the CWQZ or CEF buffers; approximate location, size, depth, etc.). Staff understands that the inundation area will be designed at site plan, but any additional information that can be provided at this time would be useful to include. In order to evaluate the level of superiority provided by the detention area, please provide a comparison of the proposed volume to what the detention requirement would be if the PUD were currently undeveloped.

Update 4: Per recent discussions, update the superiority table and exhibits to remove the detention area on the east bank. Update any related drainage information.

Update 5: Informal; please continue to work with staff on document edits as needed.

EO 12. *Tier 2, #2, environment.* Please continue to work with staff to determine whether the proposed tree removal, protection, and mitigation meet code, require a code modification, and/or contribute to environmental superiority.

Update 4: Repeat comment.

Update 5: Comment cleared.

Exhibit C, Land Use Plan

EO 14. Please identify the standard 150' buffer for all CEFs.

Update 4: Please update the label on the inner buffer for the off-site Spicewood Springs; it looks like it should be 150', not 50'.

Update 5: Comment cleared.

EO 15. The CWQZ, 100-year floodplain, and CEF buffers are difficult to read on this plan. Please revise the symbology to better illustrate the environmental features on the land use plan. Can the Erosion Hazard Zone and Drainage Easements be removed to make the plan easier to read?

Update 4: Under 25-8-92(F), the boundaries of a CWQZ in an urban watershed coincide with the boundaries of the 100-year fully developed floodplain, with a minimum width of 50' and a maximum width of 400'. There are several places where the 100-year fully developed floodplain extends beyond the identified CWQZ. Please correct the CWQZ boundaries to follow the 100-year fully developed floodplain in areas where the floodplain width is between 50' and 400' from the creek centerline. (Maintain a minimum CWQZ width of 50' where the floodplain is narrower than 50' from centerline.)

Update 5: Comment cleared.

Exhibit H, Creek Plan

EO 17. As noted in EO [15], the boundaries on this exhibit are difficult to read. Please revise the symbology to better illustrate the environmental features and restoration areas, and remove any information that is not necessary for PUD review (e.g., EHZ, drainage easements, etc.).

Update 4: There are several places where the 100-year fully developed floodplain extends beyond the identified CWQZ. Please correct the CWQZ boundaries to follow the 100-year fully developed floodplain in areas where the floodplain width is between 50' and 400' from the creek centerline. (Maintain a minimum CWQZ width of 50' where the floodplain is narrower than 50' from centerline.)

Update 5: Comment cleared.

EO 18. Please delete notes 1, 2, and 5, and delete or revise notes 3, 4, and 6 to reflect requested changes to the superiority table. All significant elements of the PUD proposal should be included in either the superiority table or a code modification table. Notes on the exhibit can repeat,

reference, or add details to those proposals, but the exhibit notes should not be the only source of this information.

Update 4: Update the restoration language in Note 2 to match the staff suggestion above. Please add a note specifying that the proposed pedestrian bridge must span the erosion hazard zone with one set of piers within the creek channel if necessary.

Note 2 and the restoration language suggested above only apply to areas within the CWQZ and CEF buffer. There are some areas where impervious cover will be removed that are outside of the CWQZ and CEF buffer. Staff suggests specifying that areas outside of the CWQZ and CEF buffer will be planted and seeded pursuant to Standard Specification 609S, but that those areas do not need to achieve a score of “Good” under the floodplain modification parameters.

Update 5: Informal; please continue to work with staff on document edits as needed.

Applicant’s Draft Ordinance

EO 21. Please create a code modification table that includes any proposed changes to existing code. It is difficult to identify and understand all of the proposed code modifications from reading the draft ordinance (e.g., Exhibit F contains code modifications but does not always specify current requirements). If the applicant is proposing to use the redevelopment exception, then the only proposed code modifications to Subchapter 25-8(A) should be to §25-8-25. Please delete the proposed code modifications to §25-8-281 and -372 in Part 12 items 1, 2, and 3.

Update 4: Repeat comment; please work with staff to clarify all proposed environmental code modifications, including the following:

- Any standards that will be calculated over the entire PUD;
- Any current code requirements that the PUD will memorialize; and
- Any modifications to current standards.

Update 5: Comment cleared.

EO 26. *Part 9, 4.* Please continue to work with staff to determine whether the proposed tree removal, protection, and mitigation meet code, require a code modification, and/or contribute to environmental superiority.

Update 4: Repeat comment.

Update 5: Comment cleared.

EO 27. *Part 9, 5.* Please delete or propose a specific code modification to §25-8-25.

Update 4: Please work with staff to clarify all proposed environmental code modifications, as requested above. Staff will review the proposed modifications once the request has been clarified. Staff does not agree with the statement that 25-8-25(B)(1) and (3) shall not apply to the PUD; the applicant may request a code modification to allow those requirements to be calculated across the entire PUD.

Update 5: Informal; please continue to work with staff on document edits as needed.

EO 28. *Part 9, 6.* Please delete the first sentence; it is not necessary to restate code requirements. Update 4: Please work with staff to clarify all proposed environmental code modifications, as requested above. Staff will review the proposed modifications once the request has been clarified.

Update 5: Comment cleared.

EO 29. *Exhibit D, D.* Please revise to clarify that the Creek “development” consists of the restoration and open space development allowed by code and specified in the superiority table and Exhibit H.

Update 4: Will the developer construct the trail and pedestrian bridge in addition to performing the restoration?

Update 5: Comment cleared.

EO 30. *Exhibit F, 4.* Please delete; this code modification is not necessary if the PUD is electing to redevelop under §25-8-25.

Update 4: Please work with staff to clarify all proposed environmental code modifications, as requested above. Staff will review the proposed modifications once the request has been clarified.

Update 5: Comment cleared.

EO 33. *Exhibit F, 11.* This is a code modification to the landscaping requirements. Tier 1 requires PUDs to exceed landscaping requirements. Any code modifications to §25-2-1008(A) must be offset by additional landscaping superiority in order to meet the Tier 1 requirements.

Update 4: The proposed landscape superiority elements are not adequate to exceed landscaping requirements as required under Tier 1, especially given the requested code modifications.

Update 5: Informal, pending document updates. Please incorporate the changes discussed during the meeting with staff on August 24.

Exhibit G, AO Park Plan and Park Space

EO 34. The Parkland Dedication Summary table allocates 14,000 square feet of impervious cover for the Creek Park. Is this number intended to include the trail? If the trail is public it will not count towards the impervious cover limit; however, the square footage of noncompliant development does need to be calculated and incorporated into the PUD. Please clarify whether the 14,000 square feet includes the trail and if so, provide the estimated size of the trail. Any requested park development that would not comply with CWQZ or CEF buffer requirements should be subtracted from the proposed restoration area. See comment EO 7.

Update 5: Comment cleared.

WPD Drainage & Water Quality Engineering Review – Reem Zoun - 512-974-3354

1. Please provide a drainage report with relevant hydrologic and hydraulic analyses showing the proposed detention pond with a volume at least 20,000CF in addition to the existing detention pond on-site (Kroger Pond); the existing and proposed drainage plan for the site; and no adverse impact downstream for 2yr, 10yr, 25yr and 100 yr storm events.
2. Please provide hydrologic analysis to show the required detention pond size for the Austin Oaks site treating the site as green field development and hydraulic analysis to show the impact of such detention volume downstream. Please document this in the drainage report.
3. Consider providing additional detention volume at the water quality pond location.
4. Consider providing detention volume by sloping the banks outward from existing channel.

Hydro Geologist Review - Sylvia R. Pope, P.G. - 512-974-3429

HG 1. There are two geological Critical Environmental Features on Parcel 2 at the southeastern corner of Wood Hollow Drive and Executive Center Drive. These are a canyon rimrock and a seep that is within the canyon rimrock. Their locations are shown on the PUD plan sheets, Exhibits C, H and K. Critical Environmental Feature (CEF) buffers of 50 feet are shown for future reference within this redevelopment. An existing parking lot upslope of the CEFs will be removed within 50 feet of the CEFs. This action may be viewed favorably and contribute to an element of environmental benefit as part of the redevelopment under Chapter 25-8-25. However, additional specific restoration details need to be provided in order for staff to support the proposed restoration as a Tier 2 component.

U4. Applicant responded by saying that the restoration details have been included in the Ordinance. There is a note on Exhibit H that the CWQZ and CEF 50' buffers will be restored per a restoration plan submitted with the site plans for Parcels 2, 3, 4 and 5. The restoration plan shall include planting and seeding pursuant to Standard Specification 609S. This meets current Code and Criteria Manual requirements and may be counted as a Tier 1 component. *Comment cleared.*

HG 2. There is an offsite spring located to the north of Parcel 7 and north of Spicewood Springs Road. Exhibit K of the Land Use Plan shows a 300-foot radius buffer from the spring and the legend states that the area will be limited to 50% impervious cover. However, this pledged restriction is not repeated in the Tier 1 & Tier 2 compliance table. Please add specific restrictions to the Tier 1 & Tier 2 compliance table.

U4. Applicant responded that the Tier Table has been revised. Tier II, item 2. Environment/Drainage, Page 9 of the table states that the area will be limited to 50%

impervious cover within 300 feet of the spring. Please provide a tally of the existing impervious cover within this area for comparison. **Comment pending.**

- U5. The applicant responded with the following: *“By limiting the impervious cover within 300’ of the springs, the proposed redevelopment will reduce the impervious cover within the 300’ POS Buffer by 18%. Currently, there is 1.12 acres of impervious cover in this area and by imposing the 50% limitation, the impervious cover cannot exceed .82 acres. The total area within 300 feet of the spring that is contained on the Property is 1.64 acres. We have not calculated the impervious cover on other portions of the 300’ buffer, which includes several homes within the neighborhood across Spicewood Springs Road beyond the Subject Property.”*

There will be a reduction in impervious cover within 300 feet of the offsite spring and the proposed redevelopment will reduce the impervious cover by 18%. Please be aware that when future site plans are submitted, there will be an evaluation of proposed excavation within this 300’ CEF setback area shown on Exhibit K. **Comment cleared.**

- HG 3. Portions of the PUD are within the Recharge Zone of the Northern Edwards Aquifer and portions close to the eastern perimeter are outside, per surface exposure of geologic units. Although not required under the Redevelopment Exception (LDC 25-8-25), the recommendation is that the PUD agreement should comply with the City of Austin’s Void and Water Flow Mitigation Rule (LDC 25-8-281 (D), ECM 1.12.0 and COA Item No. 658S of the SSM). This is a standard provision for development over the recharge zone and would demonstrate a commitment to protection of groundwater resources.

- U4. The applicant responded that they will consider this at the time of site plan. The net effect will be compliance due to the requirement of LDC 25-8-25 (B)(5) that the redevelopment does not increase non-compliance with LDC 25-8-281. **Comment cleared.**

- HG 4. Please note that construction of underground parking structures has the potential to intercept shallow groundwater. Due to the proximity of Spicewood Springs, disturbance to groundwater flow paths may have an impact to the Jollyville Plateau Salamander habitat at Spicewood Springs. Please describe how this situation has been evaluated and whether any underground parking structures or excavation greater than 8 feet is proposed on Parcels 7, 8, 9 and 10.

- U4. Applicant responded that this matter will be considered at the time of site plan. The owner expects some excavation greater than 8 feet below structures and will conduct appropriate geotechnical investigations at the time of design. This response reflects a desire to meet the minimum Code requirements. **Comment cleared.**

- HG 5. A proposed pedestrian trail along the creek is alluded to within the documentation. Please provide additional specific alignment for Parcel 2 and how this will be incorporated into the standard protection for the CEFs. Please evaluate how the area of impervious cover removed and restored contrasts with the area restored within

150 feet of CEFs. Please incorporate proposed measures into the Tier 1 & Tier 2 Compliance table, especially on Item 6.

U4. The applicant provided an exhibit comparing existing impervious cover within 150-feet of CEFs to the proposed land use within the 150-foot radius of the CEFs. Overall, impervious cover will reduce from approximately 1.98 acres to approximately 0.95 acres. The pedestrian trail is shown within the 150-foot radius of the CEFs but only as a tentative location. Future trail construction will be determined at a later time and will be constructed by PARD. *Comment cleared.*

HG 6. The Tier 1 & Tier 2 Compliance table lists in Item 2 of the Tier 2 section several elements of the project that warrant an “environmentally superior” rating. Please provide specific detail in the Land Use plans and Exhibits to the PUD to support that the project is superior in terms of Critical Environmental Feature protection and restoration.

U4. Applicant responded that the Tier Table has been updated and the Ordinance revised. *Comment pending.*

U5. The Environmental Office will be making the determination regarding a rating of environmental compliance. Exhibits C, G, H and K and the Demonstrative Exhibit CEF analysis display areas to be protected. Exhibit H, note 2 provides details regarding restoration within the CWQZ and CEF buffer (also referred to as setback). *Comment cleared.*

FYI, Please address the informal comment from Andrew Clamann, Wetlands Biologist, regarding the terminology used in Note 5 of Exhibit H regarding encountering bedrock in the “Stream Laying Back Area.” The current definition includes unlithified earth material such as soil, alluvium and rock fragments but should refer to lithified, consolidated bedrock.

HG 7. The PUD ordinance, Part 12, specifically excludes LDC sections 25-8-281(C)(1)(a) and 25-8-281(C)(2) of the Critical Environmental Feature provisions. Please strike numbers 2 and 3 from this section.

U4. Applicant responded that the Ordinance was revised. *Comment cleared.*

HG 8. Additional comments may be generated with future updates. *Comment cleared.*

Wetlands Biologist Review - Andrew Clamann - 512-974-2694

Minor revisions are required to correct the language in Exhibit H to meet the intent of previous discussions. These revisions can be addressed through an Informal Update in which the Site Plan manager works with Wetland Biologist to ensure the Final submittal is corrected accordingly.

WB1. Comment **Cleared** (wetland CEFs shown as described in ERI)

WB2. Comment **Cleared**. Applicant intends to pursue requesting using the redevelopment exemption, and has shown and labeled the full 150ft Standard CEF setback

WB3. Comment **Cleared**. (Applicant is preserving CEFs and providing restoration of banks for reduction to CEF setbacks, see WB4)

WB5. Comment **Cleared**. (Provision 7 of Exhibit F related to exemption to wetland protection) was deleted as requested.

WB4. Update 0. Please include language, plan view figures and details in the PUD that unambiguously indicate the riparian buffer restoration activities which will occur within the CEF setback. This should include removal of all impervious cover and restoration of the channel, banks, floodplain benches and riparian corridor to a more natural stream morphology and native plantings. Stream morphology of upstream reach can be used as a template for downstream reach. Proposed restoration shall be approved by ERM prior to PUD approval. Please provide restoration plan to this reviewer.

Update 1. 5/18/2015: In order to mitigate for the reduction to the total area of the Standard CEF Setback for wetland CEFs, applicant must demonstrate compliance with mitigation guidance in ECM 1.10 (formerly ECM 1.3.0). This reviewer recommends enhancement of one bank of the channel north of Executive Center Drive. Currently the historic bank armoring of the channel north of Executive Center Drive has created a narrow cross section which creates increased velocity during storm events that scours in-channel habitat. Restoring a wider cross section to the channel may restore the creek (similar to cross section to the south of Executive Center Drive). Widening the cross section of the channel and restoration of one of the banks north of Executive Center Drive may be considered “enhancement” which shall mitigate for the reduction to the standard CEF setback for wetlands.

Update 2. 8/19/2015: The Note provided (note 52) is ambiguous and does not appear to clearly convey the intent recommended in the two comments above. This reviewer recommends a meeting with applicant to ensure an appropriate and acceptable revision to

Update 3. (7/1/2016): The notes provide in Exhibit H and language in the PUD does not convey the intent for restoration as discussed in previous meetings (see Update 0,1,2).

As requested in previous updates, and as discussed in previous meetings, please provide clear language to convey the intent for CEF setback restoration, as described above, to include restoring a wider cross section to the channel by laying back one or both of the banks and installing native revegetation. Revegetation is recommended to accomplish a score of “Good” in accordance with the Functional Assessment described in Zone 1 Appendix F.

If applicant intends to pursue requesting using the redevelopment exemption, then it will be imperative to provide superiority. An element of superiority may include the restoration of a wider cross section to the channel by laying back one or both of the banks and installing native revegetation. Revegetation is recommended to accomplish a score of “Good” in accordance in accordance with the Functional Assessment described in Zone 1 Appendix F.

Update 4. 7/21/2016. Repeat Comment. (same comment as WB3) To demonstrate superiority and demonstrate compliance with mitigation for disturbance within the 150 CEF setback, previous discussions with applicant have included restoration of bank

slopes to a more natural creek cross section to reduce storm velocities and improve the riparian function of the creek. The notes in the Exhibits and language in the PUD does not convey the intent for restoration as discussed in previous meetings (see WB4) and as discussed on-site July 13, 2016. As requested in previous updates, please provide clear language to convey the intent for restoration activities of the creek bank (same as WB3). **Update 5. Applicant has provided notes and details that address restoration of the riparian zone of the tributary, however minor adjustments to the language in Exhibit H in order to convey the intent of previous discussions. To clear this comment, please:**

- **Revise Exhibit H, Note 2, third sentence accordingly: “ The restoration plan ~~may, at the owner’s option shall~~ accommodate at minimum of ten feet at the top of bank for a future trail or other permitted park improvements.”**
- **Revise Exhibit H, Note 2, fourth sentence accordingly: “...of the CWQZ or CEF buffer, ~~may shall~~ be planted and ...”**
- **Revise Exhibit H, Note 5 accordingly: “~~...unless firmly situated rock beneath the surface deposits of soil, alluvium, rock fragments and fill cannot be readily removed without breaking the rock by blasting air tool (hoe ram or jackhammer) or other destructive mechanical means; at which point, the owner will no longer have an obligation to la back the bank...~~[replace with]...and to the extent shown on cross section of Exhibit H, unless bedrock is encountered; cohesive and continuous bedrock that would otherwise require blasting or air tool (i.e. hoe ram or jackhammer) will not be excavated, but will be left in place, top dressed with 12inches of soil, stabilized and vegetated/restored pursuant to Note 2...”**
- **Please add the following soil specification to the stream restoration area of the cross section figure “Stream Laying Back Section”: twelve inches of topsoil (ECM compliant) and minimum total soil depth of 24”.**

NPZ Environmental Review - Atha Phillips - 512-974-6303

Update 4

Informal comments have been given to the Environmental Officer.

City Arborist Review - Keith Mars - 512-974-2755

CA #1: Staff does not support the proposed language in Part 9 statement 4. It is unlikely there is such refinement in conceptual site plans that the specific inches of trees to be removed is known. If submitted plans differ, and removal is greater, then the PUD would grant less mitigation than what is actually proposed on the site plan.

Update #1:**Comment cleared.** Statement has been removed from the proposed ordinance.

CA #2: Part 9 statement 4: Planting mitigation inches “to the extent feasible” shall be amended to “to the extent feasible as determined by staff”.

Update #1: **Comment was addressed by applicant and modified in the proposed ordinance.**

CA #3: Part 9 statement 4: Staff does not agree with the statement that mitigation can be transferred within the PUD as transferring requirements between site plans present tracking and owner/developer concurrence issues.

Update #1: **Comment cleared.** Statement has been removed from the proposed ordinance.

CA #4: Part 9 statement 4: Remove the statement regarding mitigation at \$200 inch. Mitigation payment, if allowed, will be subject to the rate at site plan submittal.

Update #1: **Comment cleared.** Statement has been removed from the proposed ordinance.

CA #5: Part 9 statement 4: Remove the statement regarding credits as this is not clear nor enforceable.

Update #1: Proposed ordinance language has been amended to reflect alternative mitigation per ECM Section 3.5.0.

CA #6: Part 9 statement 4: Staff does not agree with setting the tree survey date as 2013. Per the ECM surveys must be five years or more recent at the time of site plan submittal.

Update #1: Staff concurs with the timeline for the tree survey.

CA #7: Part 9 statement 4: Staff does not agree with the statement that, “no additional mitigation will be required and no other trees will be identified as protected or heritage trees”.

Update #1: **Comment cleared.** Statement has been removed from the proposed ordinance

CA #8: On the Tier 1 and Tier 2 document I do not see any documentation that supports the statement that more than 7,000 inches of trees less than 8” will be preserved.

Update #1: Comment partially addressed. Tier II is partially met.

Tier II

Protect all heritage- The table needs to state “met as modified”. Include the % of heritage proposed to be protected and removed.

Protect 75% of protected- Between protected and heritage trees, it appears greater than 75% are preserved. But, as discussed, where you able to identify the additional protected trees/inches to achieve 75% or greater of Protected Trees?

Protect 75% of all native inches- Please identify the size range on the “diameter inches of unprotected trees in undisturbed areas” tree sampling so we can modify this to state 75% of all native inches (insert inches). and greater.

CA #9: Provide the tree survey including species and diameter and include the tree assessment.

Update #1: **Comment cleared.**

NPZ Drainage Engineering Review - Danielle Guevara 512-974-3011

Friday, August 26, 2016

RELEASE OF THIS APPLICATION DOES NOT CONSTITUTE A VERIFICATION OF ALL DATA, INFORMATION, AND CALCULATIONS SUPPLIED BY THE APPLICANT. THE ENGINEER OF RECORD IS SOLELY RESPONSIBLE FOR THE COMPLETENESS, ACCURACY, AND ADEQUACY OF HIS/HER SUBMITTAL, WHETHER OR NOT THE APPLICATION IS REVIEWED FOR CODE COMPLIANCE BY CITY ENGINEERS.

This project is located at 3429 EXECUTIVE CENTER DR and is within the Shoal Creek watershed(s), which are classified as Urban Watersheds. This project is not located within the Edwards Aquifer Contributing Zone.

DE1. Please provide a complete Tier 1 and Tier 2 table for review. Tier 1 should speak to how the project is meeting current code and asking for variances when it does not meet the requirements of current code. Tier 2 should speak to how the project will go above and beyond current code.

UPDATE #1: Based on review of the Tier 1 and 2 table provided:

- You stated 'Yes' to volumetric detention. However you are not providing designed volumetric detention. Please change to 'No'
- You stated 'Yes' to no modifications to the existing floodplain; However the proposed pond is in the floodplain and if one of the banks is being asked to be pulled back. FYI – any modifications in a FEMA floodplain may require a LOMR.

UPDATE #2: The item in the Tier 2 table stating “Provides volumetric flood detention as described in the Drainage Criteria Manual” should state “No” – please revise. The PUD is not providing volumetric detention. The definition of volumetric detention is “The VDP method addresses downstream flooding related to timing issues and excess runoff volume by restricting the detention release volume to existing conditions during the Critical Time Period of the watershed.”

DE2. Exhibit F – Please remove item #8. Any drainage studies required will be reviewed at the appropriate review process based on what is being proposed. Please also remove the statement regarding drainage studies from item #9.

UPDATE #1: The requirement for additional drainage studies will be determined at the site plan stage per parcel. Typically, the need for onsite detention is determined at the site plan stage per parcel. For this PUD, we request demonstrating you have proposed as much onsite detention as possible. We also request Regional Stormwater Management Participation with a fee calculated based on greenfield conditions. You would receive credit for the onsite detention provided. This is in-line with what is proposed with Code Next for redeveloped properties and is recommended by staff.

UPDATE #2: Please remove the RSMP dollar amount from the PUD documents as it will be calculated at the time of payment. Please remove RSMP from the ‘volumetric detention’ item and include as its own line item. Please include a statement that the detention flood mitigation and RSMP fee must be completed prior to the issuance of the permit for the first site plan submitted in the PUD; and that the project must show no-adverse impact downstream for the 2, 10, 25 and 100-year storm events down to the confluence with Shoal Creek.

DE3. Part 9 – please remove item #6. The requirement for detention will be reviewed at each parcel's site plan review. Factors in addition to impervious cover amount are reviewed when determining detention requirement.

UPDATE #1: Please see comment DE2 above.

UPDATE #2: Detention should not be required if the analysis is performed for the PUD as a whole, RSMP fee paid, and detention flood mitigation provided prior to the issuance of the permit for the first site plan submitted as stated in DE2 above. This comment will be cleared once the statements from DE2 above are included in the PUD document.

NPZ Water Quality Review - Danielle Guevara 512-974-3011

Friday, August 26, 2016

RELEASE OF THIS APPLICATION DOES NOT CONSTITUTE A VERIFICATION OF ALL DATA, INFORMATION, AND CALCULATIONS SUPPLIED BY THE APPLICANT. THE ENGINEER OF RECORD IS SOLELY RESPONSIBLE FOR THE COMPLETENESS, ACCURACY, AND ADEQUACY OF HIS/HER SUBMITTAL, WHETHER OR NOT THE APPLICATION IS REVIEWED FOR CODE COMPLIANCE BY CITY ENGINEERS.

This project is located at 3429 EXECUTIVE CENTER DR and is within the Shoal Creek watershed(s), which are classified as Urban Watersheds. This project located within the Edwards Aquifer Contributing Zone.

WQ1. Please provide a complete Tier 1 and Tier 2 table for review. Tier 1 should speak to how the project is meeting current code and asking for variances when it does not meet the requirements of current code. Tier 2 should speak to how the project will go above and beyond current code. Providing water quality controls and an IPM plan are listed as superior, however these are items required by Code/Criteria and would not be considered superior.

UPDATE #1: Based on review of the Tier 1 and 2 table provided:

- Under the Tier 2 items, you still have included a statement regarding this project providing water quality treatment. Please remove this from the Tier 2 table as this would be a requirement per current code – it is not a Tier 2 item.

UPDATE #2: Though this is still present in the Tier 2 table under 'reason', the item of "provides water quality controls superior to those otherwise required by code" is listed as "No". Therefore, this comment is cleared.

WQ3. EHZ Analysis – Please provide an EHZ analysis that complies with the Drainage Criteria Manual, Appendix E. At a minimum, the channel geometry, side slope, incision factor, and 2-year WSE should be provided.

UPDATE #1: I suggest handling the EHZ analysis review at the site plan stage per parcel. Otherwise, the current analysis will need to be reviewed by our Streambank

Restoration group of Watershed Protection since you are using an alternative method of analysis. Please let me know how you would like to proceed.

UPDATE #2: Pending approval by Watershed Protection of revised EHZ analysis submitted.

WQ6. Exhibit D – the IPM plan should be done at the site plan stage for each parcel as it should be specific to what is being proposed with that particular site plan.

UPDATE #1: Please remove this from the Tier 2 items in the table provided.

UPDATE #2: Item no longer found in the Tier 2 table. Comment cleared.

DSD Transportation Review - Bryan Golden - 512-974-3124

Tuesday, August 30, 2016

TIER I REQUIREMENTS (Division 5. Planned Unit Developments)

TR1. *Comment cleared.*

TR2. **Requirement #9:** Bike and Trails will review PUD and may provide additional recommendations. The “Heritage Trail” needs to be within a dedicated public easement to ensure access.

- Provide a mid-block pedestrian and bicycle pathway within a public easement between Parcel 8 and Parcel 7 connecting Executive Center Drive and Spicewood Springs (Min 8’ width). Specific location to be determined at time of site plan.

U1: Please revise Streetscape Plan, Note #2 to read “with specific location subject to owner discretion.”

U2: Comment cleared.

- *Comment cleared.*
- Additional comments pending final recommendations of the TIA.

U1: Comments pending.

TR3. *Comment cleared.*

TR4. **Additional Requirements for Mixed-Use: Requirement #1.)** The proposed cross section of Wood Hollow Drive does not meet the minimum standard requirements of 25-2, Subchapter E. Planting zones should be 7’ minimum. Minimum requirements of Core Transit Corridor standards required for mixed-use projects within the Urban Roadway boundary (with trees 30’ on center where possible).

U1: Add a note that trees 30' on center required, where feasible. Please note that an additional 2' from the edge of the existing sidewalks is needed for maintenance. An easement, if necessary, may be established at the time of site plan or included as a note in these cross sections. Re: the west side of Wood Hollow, a note may be added: *Due to topography constraints, planting zone may be reduced to 6' where necessary, otherwise 7' required.

U2: Please add a note that sidewalk easement is required on all streets where the required sidewalk is on-site.

TR5. *Comment cleared.*

TR6. **Additional Requirements for Mixed-Use: Requirement #2.)** Internal and abutting (Hart and Spicewood Springs) roadways must meet Subchapter E, Core Transit Corridor requirements. To comply:

- Executive Center Drive – Min. 6' sidewalks requirement. Must provide public access/sidewalk easement for "Heritage Trail" and street trees are required in the planting zone at no greater than 30' on center, where possible.

U1: Note that a sidewalk easement may be required on the south side of Executive Center Drive.

U2: Comment not addressed. Please add a note that sidewalk easement is required on all streets where the required sidewalk is on-site.

- Wood Hollow - Min. 6' sidewalks requirement. Must provide public access/sidewalk easement where the sidewalk enters private property and street trees are required in the planting zone at no greater than 30' on center, where possible.

U1: Add a note that trees 30' on center required, where feasible. Please note that an additional 2' from the edge of the existing sidewalks is needed for maintenance. An easement, if necessary, may be established at the time of site plan or included as a note in these cross sections.

A Hart Lane streetscape plan is recommended. Please include a streetscape cross section or include a note on the Streetscape Plan that Hart Lane is subject to Subchapter E Core Transit Corridor standards.

U2: Comment cleared.

TIER II REQUIREMENTS

TR7. **4.)** *Comment cleared.*

- Include the “Heritage Trail” approximate location in the Land Use or Park exhibit or a new transportation exhibit. The cross section of Wood Hollow Drive does not meet the minimum standard requirements of 25-2, Subchapter E. Planting zones must be 7’ minimum; please revise. Recommend upgrading min. requirements to Core Transit Corridor standards for roadways.

U1: Add a note that trees 30’ on center required, where feasible. Please note that an additional 2’ from the edge of the existing sidewalks is needed for maintenance. An easement, if necessary, may be established at the time of site plan or included as a note in these cross sections.

U2: *Comment cleared.*

- *Comment cleared (duplicate of TR 2).*

DRAFT ORDINANCE COMMENTS
GENERAL PROVISIONS

TR8. *Comment cleared with proposed tracking table.*

TR9. *Comment cleared.*

TR10. Staff does not support Note #12. Off-street loading and delivery must be off-street. Recommend revising comment to note that off-street loading is permitted to use alternative sizing and number of spaces requirement; to be subject to approval by Staff at the time of site plan.

TR11.

U1: Using the public right-of-way for maneuvering should be an administrative waiver (currently under the TCM), to be reviewed at the time of site plan. A blanket waiver for all public ROW maneuvering is not supported at the time. All other amendments are supported, however alternate sizing and number of spaces requirement may be permitted “by the Director” at the time of site plan. Please revise the language.

U2: *Comment cleared.*

TR12. *Comment cleared.*

Part 8:

TR13. Recommend combining with Part 11 for a collective “Transportation” section.

U1: Exhibit E: General Provision #2: Surface parking provision for retail conflicts with the structured parking requirement/provision (for retail) within the same note. “Visitor or customer parking” is too vague without limitation. How will

surface parking be limited in general? A combined transportation section of draft ordinance is still recommended.

U2: If the ‘surface parking’ is solely in reference to on-street parking then this needs to be stated so.

TR14. Note #3: Pending TIA review and TR 4 and TR 22.

U1: Please add, “...and as required by the TIA.”

U2: This edit does not appear to have been made. Reference Part 8, Note #3.

TR15. *Comment cleared.*

TR16. *Comment cleared.*

Part 11:

TR17. Note #1: Revise “shared parking” to “cumulative” or “reciprocal.”

U1: Please include a reference to the provided tracking table under Note #3 (on-street parking). Note #1 comment is cleared.

U2: Comment cleared.

EXHIBIT C: LAND USE PLAN

TR18. Note the proposed approximate location of the “Heritage Trail.”

U1: Please add the Heritage Trail (approx.) location to the Streetscape Exhibit.

U2: Comment cleared.

EXHIBIT I (STREETSCAPE PLAN)

TR19. *Comment cleared.*

GENERAL ZONING

TR20. *Comment cleared.*

TR21. *Comment cleared.*

TR22. Nadia Barrera, Urban Trails, Public Works Department and Nathan Wilkes, Bicycle Program, Austin Transportation Department may provide additional comments regarding bicycle and pedestrian connectivity per the Council Resolution No. 20130620-056.

U2: Comments pending. Please email a pdf of the streetscape exhibits to the reviewer to coordinate review with other disciplines.

TR23. Additional comments pending TIA review. Results will be provided via separate memorandum.

U2: Comments pending.

TR24. Existing Street Characteristics:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro
Loop 1/ Mopac	400'	380'	Freeway	Yes	No	Yes
Spicewood Springs	118' - 140'	82'	Arterial	Yes	No	No
Executive Center Drive	70'	30'	Collector	Yes	No	No
Wood Hollow Drive	70'-80'	40'	Collector	Yes	No	Yes
Hart Lane	70'	40'	Collector	Yes	Yes	Yes

NEW COMMENT (EXHIBIT D)

TR25. Note B) #2 and B) #3 – remove these notes and replace with a reference to the phasing that will be established with the TIA final memo.

U2: Comment not addressed. The TIA addresses the phasing of mitigation.

TR26. Note G) – How will the parking requirement for existing uses be tracked? Recommend adding an existing parking count by parcel to the proposed parking tracking table.

U2: Comment cleared.

TR27. Additional comments may be provided when more complete information is obtained.

Austin Transportation Dept. TIA Review – Scott James 512-974- 2208

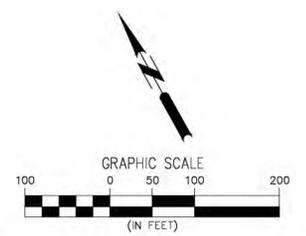
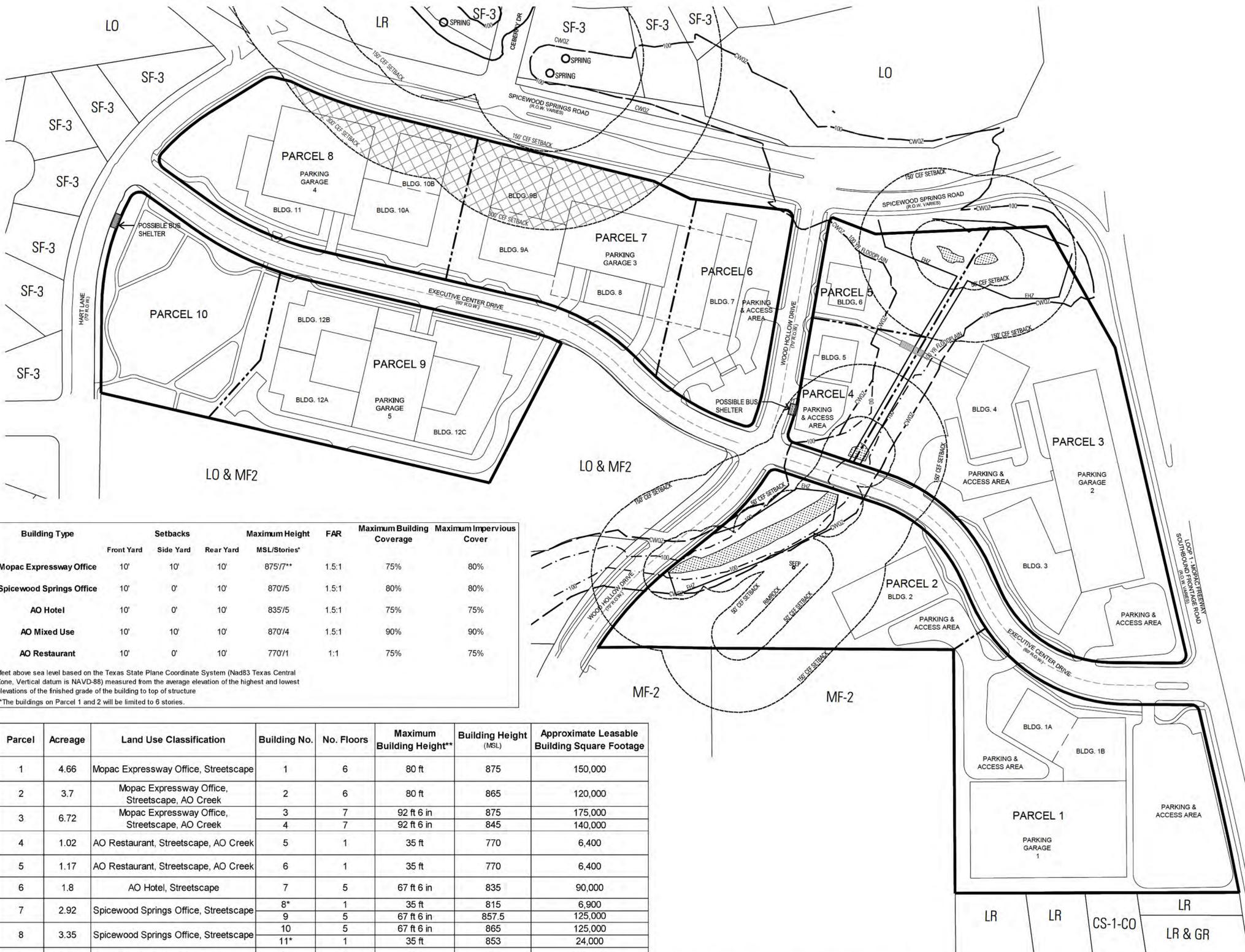
TIA still under review.

Public Works Bicycle Program Review – Nathan Wilkes 512-974-7016

Comments pending.

P & ZD Zoning Review – Andrew Moore 512-974-7604

1. PART 2 – Remove the last sentence of this paragraph that refers to grandfathering.
Still in discussion.
2. PART 5, no. 1, definitions for H and K - STREETSCAPE” and “CREEK” should not be land use classifications. If the intent is to define these areas only, please remove the reference to a land use classification in the definition.
Still in discussion.
3. PART 7, no. 2 – this is a restatement of current code and is not necessary to state in the PUD ordinance.
Still in discussion.
4. PART 11, no. 3 – this is a restatement of current code and is not necessary to state in the PUD ordinance.
Still in discussion.
5. Exhibit C – LUP - Provide a legend.
Still in discussion.
6. Exhibit E - Review the proposed permitted use table with Staff.
Still in discussion.
7. Exhibit F, no. 3 – this is a restatement of current code and is not necessary to state in the PUD ordinance.
Still in discussion.
8. Exhibit F, no. 4 – this is a restatement of current code and is not necessary to state in the PUD ordinance.
Still in discussion.



LEGEND

- AREA (1.64 AC.) LIMITED TO 50% IMPERVIOUS COVER.
- WETLANDS
- SEEP
- RIMROCK AND WETLAND CEF SETBACK
- EHZ
- 100 YEAR FLOODPLAIN
- CWQZ - CRITICAL WATER QUALITY ZONE
- PARCEL BOUNDARY

- Notes:
- Impervious cover may be adjusted among parcels; however, the overall impervious cover shall not exceed 58% of the total 31.4 acres.
 - Building square footage is approximate and can be transferred among buildings so long as the total leasable square footage does not exceed 1,191,700 sf.
 - Pursuant to Sections 25-1-133 (Notice of Applications and Administrative Decisions), notice shall be provided prior to approval of an amendment to this Exhibit C under Section 3.1.3 (Approval Director) that is not a substantial amendment described under Subsection 3.1.2 (Substantial Amendments) of Chapter 25-2, Subchapter B, Article 2, Division 5 (Planned Unit Developments).
 - Bus shelter subject to Capital Metro need and approval.
 - The buildings, structures, parking, sidewalks, trails and other improvements shown on this exhibit are graphic representations and are not exact. The exact locations and specifications for the buildings, structures, parking, and other improvements shall be determined at the development permit and used in a consistent with the provisions and intent of this ordinance.

In addition to the other provisions of this Ordinance and the Exhibits, the following provisions of City Code and the City Environmental Criteria Manual ("ECM") have been replaced, otherwise satisfied or exceeded and do not apply within the PUD:

- Section 25-8-25(B)(1) and (3) (Redevelopment Exception in Urban and Suburban Watersheds) are modified to apply on an overall basis;
- ECM Section 2.4.3 (Buffering) is modified as to Parcel 1 and Parcel 4;
- Section 25-6-477 (Bicycle Parking) is modified for office, residential, and hotel uses;
- Section 25-2-1008(A)(1) (Irrigation Requirements) will be applied on an overall basis;
- ECM Section 2.4.1 D (Street Yard Trees) is modified to increase the requirements;
- ECM Section 3.3.2(A) (General Tree Survey Standard) is modified to lengthen the time period for which the survey can be used;
- Sections 25-7-32 (Director Authorized to Require Erosion Hazard Zone Analysis) is modified;
- Section 25-2-1062 (Height Limitations and Setbacks for Small Sites) is modified as set forth on the Exhibits;
- Section 25-2-1063 (Height Limitations and Setbacks for Large Sites) is modified as set forth on the Exhibits;
- Section 25-2-1065 (Scale and Clustering Requirements) is modified as set forth on the Exhibits;
- Subchapter E (Design Standard and Mixed Use) Section 2.2 (Relationship of Buildings to Streets and Walkways) is modified as set forth on the Exhibits;
- Subchapter E (Design Standard and Mixed Use) Section 2.3 (Connectivity) is modified as set forth on the Exhibits;
- Subchapter E (Design Standard and Mixed Use) Section 2.4 (Building Entryways) is modified as set forth on the Exhibits;
- Subchapter E (Design Standard and Mixed Use) Section 3.2 (Glazing and Facade Relief Requirements) shall not apply to the AO Hotel Parcel 6 or the AO Mixed Use Parcel 9;
- Subchapter E (Design Standard and Mixed Use) Article 4 (Mixed Use) is modified as set forth on the Exhibits;
- Section 25-10-101(C)(2) and (3)(a) (Signs Allowed in All Sign Districts Without An Installation Permit) is modified to improve directional signage;
- Section 25-10-130 (Commercial Sign District Regulations) is modified to allow projecting signs and increase sign size; and
- Section 25-10-154 (Subdivision Identification Sign) is modified to provide for an appropriate number of subdivision signs.

Building Type	Setbacks			Maximum Height MSL/Stories*	FAR	Maximum Building Coverage	Maximum Impervious Cover
	Front Yard	Side Yard	Rear Yard				
Mopac Expressway Office	10'	10'	10'	875/7**	1.5:1	75%	80%
Spicewood Springs Office	10'	0'	10'	870/5	1.5:1	80%	80%
AO Hotel	10'	0'	10'	835/5	1.5:1	75%	75%
AO Mixed Use	10'	10'	10'	870/4	1.5:1	90%	90%
AO Restaurant	10'	0'	10'	770/1	1:1	75%	75%

*feet above sea level based on the Texas State Plane Coordinate System (Nad83 Texas Central Zone. Vertical datum is NAVD-88) measured from the average elevation of the highest and lowest elevations of the finished grade of the building to top of structure
 **The buildings on Parcel 1 and 2 will be limited to 6 stories.

Parcel	Acreeage	Land Use Classification	Building No.	No. Floors	Maximum Building Height**	Building Height (MSL)	Approximate Leasable Building Square Footage
1	4.66	Mopac Expressway Office, Streetscape	1	6	80 ft	875	150,000
2	3.7	Mopac Expressway Office, Streetscape, AO Creek	2	6	80 ft	865	120,000
3	6.72	Mopac Expressway Office, Streetscape, AO Creek	3	7	92 ft 6 in	875	175,000
4	1.02	AO Restaurant, Streetscape, AO Creek	4	7	92 ft 6 in	845	140,000
5	1.17	AO Restaurant, Streetscape, AO Creek	5	1	35 ft	770	6,400
6	1.8	AO Hotel, Streetscape	6	1	35 ft	770	6,400
7	2.92	Spicewood Springs Office, Streetscape	7	5	67 ft 6 in	835	90,000
8	3.35	Spicewood Springs Office, Streetscape	8*	1	35 ft	815	6,900
9	3.69	AO Mixed Use, Streetscape	9	5	67 ft 6 in	857.5	125,000
10	2.37	AO Park, Streetscape	10	5	67 ft 6 in	865	125,000
			11*	1	35 ft	853	24,000
			12*	4	55 ft	830	223,000
Total	31.4						1,191,700

Baseline for Determining Development Bonuses per Section 1.3.3		1,082,126
Bonus area square footage		109,574
x 10% (Requirement per Section 2.5.3)		10,957
		(Approx. 11 units)

*To include retail.
 **The maximum heights of buildings are subject to the exceptions in City Code Section 25-2-531 (Height Limit Exceptions), which shall apply to the PUD.

Parking Garage Summary

Parcel	Garage No.	No. Levels	Garage Height (Includes Parapet)
1	1	5	50 ft
3	2	6.5	65 ft
7	3	6.5	65 ft
8	4	6	60 ft
9	5	6	60 ft

UDG
 Urban Design Group PC
 TX Registered Engineering Firm #11843
 3660 Stoneridge Road
 Suite E101
 Austin, TX 78746
 512.347.0040

T B G
 Landscape Architects Planners
 1705 Guadalupe Street, Suite 500
 Austin, Texas 78701
 (512) 327-0111 Fax: (512) 327-0488
 Austin Dallas Houston San Antonio

AUSTIN OAKS PUD
LAND USE PLAN

NOTES	NAME	DATE
SURVEY BY		
DRAWN BY		
CHECKED BY		
DESIGNED BY		
REVIEWED BY		

EXHIBIT C

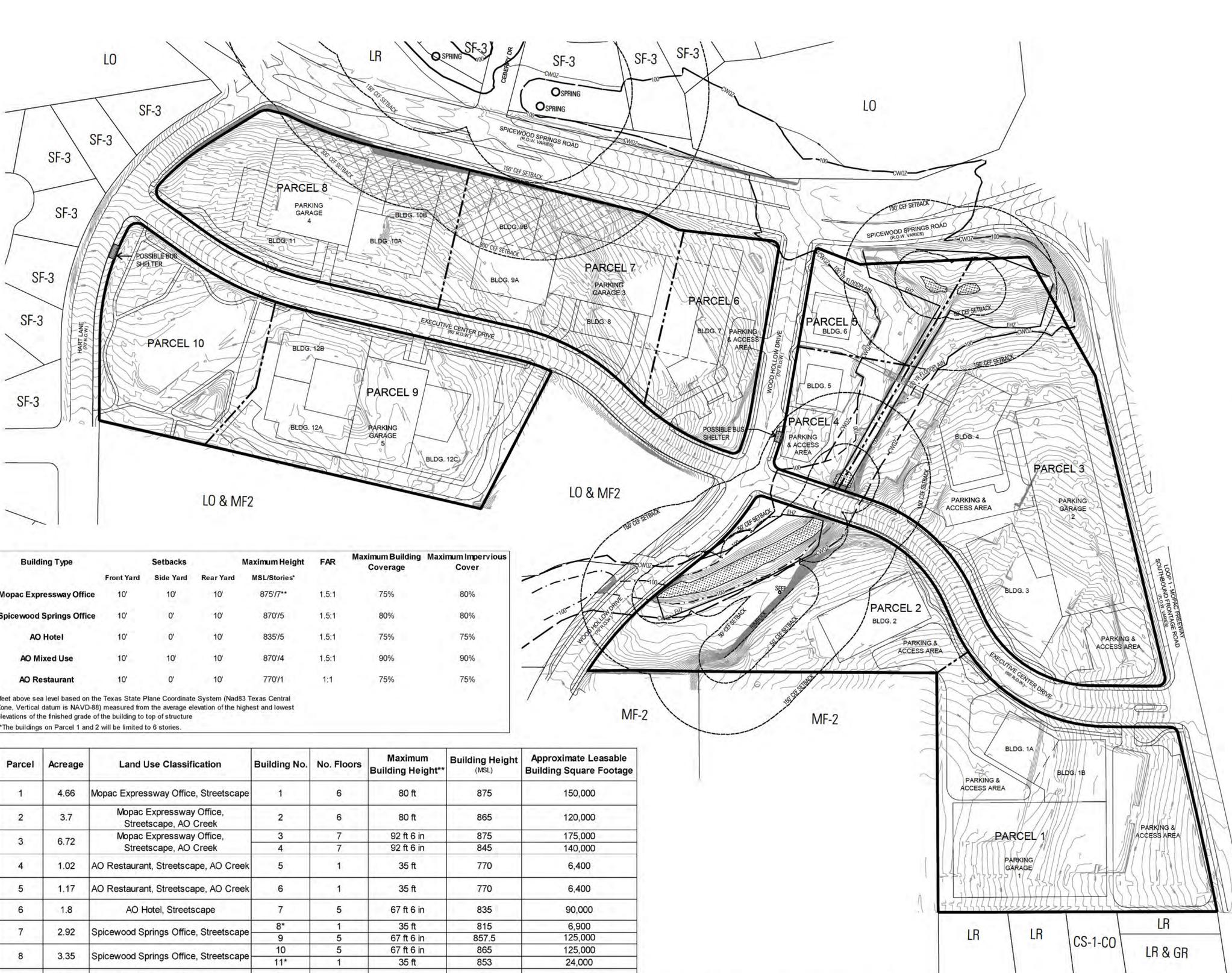
AUGUST 30, 2016

UDG JOB NO. 15-864

1"=100'

CASE NUMBER: C814-2014-0120

REVISED : SEPTEMBER 13, 2016



LEGEND

- AREA (1.64 AC.) LIMITED TO 50% IMPERVIOUS COVER.
- WETLANDS
- SEEP
- RIMROCK AND WETLAND CEF SETBACK
- EHZ
- 100 YEAR FLOODPLAIN
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 - Bus shelter subject to Capital Metro need and approval.
 - The buildings, structures, parking, sidewalks, trails and other improvements shown on this exhibit are graphic representations and are not exact. The exact locations and specifications for the buildings, structures, parking, and other improvements shall be determined at the development permit are i used a i consistent with the provisions and intent of this ordinance.

In addition to the other provisions of this Ordinance and the Exhibits, the following provisions of City Code and the City Environmental Criteria Manual ("ECM") have been replaced, otherwise satisfied or exceeded and do not apply within the PUD:

- Section 25-8-25(B)(1) and (3) (Redevelopment Exception in Urban and Suburban Watersheds) are modified to apply on an overall basis;
- ECM Section 2.4.3 (Buffering) is modified as to Parcel 1 and Parcel 4;
- Section 25-6-477 (Bicycle Parking) is modified for office, residential, and hotel uses;
- Section 25-2-1008(A)(1) (Irrigation Requirements) will be applied on an overall basis;
- ECM Section 2.4.1 D (Street Yard Trees) is modified to increase the requirements;
- ECM Section 3.3.2(A) (General Tree Survey Standard) i modified to lengthen the time period for which the survey can be used;
- Sections 25-7-32 (Director Authorized to Require Erosion Hazard Zone Analysis) is modified;
- Section 25-2-1062 (Height Limitations and Setbacks for Small Sites) is modified as set forth on the Exhibits;
- Section 25-2-1063 (Height Limitations and Setbacks for Large Sites) is modified as set forth on the Exhibits;
- Section 25-2-1065 (Scale and Clustering Requirements) is modified as set forth on the Exhibits;
- Subchapter E (Design Standard and Mixed Use) Section 2.2 (Relationship of Buildings to Streets and Walkways) is modified as set forth on the Exhibits;
- Subchapter E (Design Standard and Mixed Use) Section 2.3 (Connectivity) is modified as set forth on the Exhibits;
- Subchapter E (Design Standard and Mixed Use) Section 2.4 (Building Entryways) is modified as set forth on the Exhibits;
- Subchapter E (Design Standard and Mixed Use) Section 3.2 (Glazing and Facade Relief Requirements) shall not apply to the AO Hotel Parcel 6 or the AO Mixed Use Parcel 9;
- Subchapter E (Design Standard and Mixed Use) Article 4 (Mixed Use) is modified as set forth on the Exhibits;
- Section 25-10-101(C)(2) and (3)(a) (Signs Allowed in All Sign Districts Without An Installation Permit) is modified to improve directional signage;
- Section 25-10-130 (Commercial Sign District Regulations) is modified to allow projecting signs and increase sign size; and
- Section 25-10-154 (Subdivision Identification Sign) is modified to provide for an appropriate number of subdivision signs.

Building Type	Setbacks			Maximum Height MSL/Stories*	FAR	Maximum Building Coverage	Maximum Impervious Cover
	Front Yard	Side Yard	Rear Yard				
Mopac Expressway Office	10'	10'	10'	875/7**	1.5:1	75%	80%
Spicewood Springs Office	10'	0'	10'	870/5	1.5:1	80%	80%
AO Hotel	10'	0'	10'	835/5	1.5:1	75%	75%
AO Mixed Use	10'	10'	10'	870/4	1.5:1	90%	90%
AO Restaurant	10'	0'	10'	770/1	1:1	75%	75%

*feet above sea level based on the Texas State Plane Coordinate System (Nad83 Texas Central Zone. Vertical datum is NAVD-88) measured from the average elevation of the highest and lowest elevations of the finished grade of the building to top of structure
**The buildings on Parcel 1 and 2 will be limited to 6 stories.

Parcel	Acreeage	Land Use Classification	Building No.	No. Floors	Maximum Building Height**	Building Height (MSL)	Approximate Leasable Building Square Footage
1	4.66	Mopac Expressway Office, Streetscape	1	6	80 ft	875	150,000
2	3.7	Mopac Expressway Office, Streetscape, AO Creek	2	6	80 ft	865	120,000
3	6.72	Mopac Expressway Office, Streetscape, AO Creek	3	7	92 ft 6 in	875	175,000
4	1.02	AO Restaurant, Streetscape, AO Creek	4	7	92 ft 6 in	845	140,000
5	1.17	AO Restaurant, Streetscape, AO Creek	5	1	35 ft	770	6,400
6	1.8	AO Hotel, Streetscape	6	1	35 ft	770	6,400
7	2.92	Spicewood Springs Office, Streetscape	7	5	67 ft 6 in	835	90,000
8	3.35	Spicewood Springs Office, Streetscape	8*	1	35 ft	815	6,900
9	3.69	AO Mixed Use, Streetscape	9	5	67 ft 6 in	857.5	125,000
10	2.37	AO Park, Streetscape	10	5	67 ft 6 in	865	125,000
			11*	1	35 ft	853	24,000
			12*	4	55 ft	830	223,000
Total	31.4						1,191,700

Baseline for Determining Development Bonuses per Section 1.3.3		1,082,126
Bonus area square footage		109,574
x 10% (Requirement per Section 2.5.3)		10,957
		(Approx. 11 units)

Parking Garage Summary

Parcel	Garage No.	No. Levels	Garage Height (Includes Parapet)
1	1	5	50 ft
3	2	6.5	65 ft
7	3	6.5	65 ft
8	4	6	60 ft
9	5	6	60 ft

*To include retail.
**The maximum heights of buildings are subject to the exceptions in City Code Section 25-2-531 (Height Limit Exceptions), which shall apply to the PUD.

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T B G
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1705 Guadalupe Street, Suite 500
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Austin Dallas Houston San Antonio

AUSTIN OAKS PUD
**TOPOGRAPHY AND
LAND USE PLAN**

NOTES	NAME	DATE
SURVEY BY		
DRAWN BY		
CHECKED BY		
DESIGNED BY		
REVIEWED BY		

EXHIBIT K

AUGUST 30, 2016

UDG JOB NO. 15-864

1"=100'

CASE NUMBER: C814-2014-0120

REVISED : SEPTEMBER 13, 2016

Austin Oaks
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Tier I Requirement	Compliance	Explanation
1. Meet the objectives of the City Code.	Yes.	The property is 31.4 acres located within an Urban Watershed and is situated at the intersection of a Highway and a Major Arterial, and consists of a dated and conventional office park with surface parking developed in the 1970's and 1980's. Due to its age and the intervening regional infill and development of the area, it is a prime candidate for redevelopment. As the result of a week-long design charrette facilitated by nationally recognized architect Doug Farr, at which representatives of various neighborhood associations as well as the City and other interested stakeholders participated and provided input, a balanced and cohesive plan was developed. The resulting plan reflects a walkable and multi-modal, mixed-use project integrating residential, retail, hotel, restaurant and parkland uses in addition to office use.
2. Provide for development standards that achieve equal or greater consistency with the goals in Section 1.1 than development under the regulations in the Land Development Code.	Yes.	<p>The project will improve the natural environment by reducing the amount of impervious cover that presently exists on the site and is less than the amount that could be developed under existing entitlements. Additionally, such design allows a high percentage of Protected and Heritage trees to be preserved. The project will replace an outdated office project that has no water quality controls with a mixed-use project that provides water quality facilities and that provides public open space areas and uses. The project will remove approximately 1 acre of existing untreated surface parking lot impervious cover located in or immediately adjacent to the Critical Water Quality Zone and Critical Environmental Features and will provide some restoration as well as habitat enhancements to a creek and natural areas.</p> <p>The project provides enhancement of pedestrian and bicycle access to and throughout the site, including on-street bike lanes and development of a pedestrian "Heritage Trail" connecting the Neighborhood Park and creek, and preservation and enhancement of many of the existing Oak trees along most of Executive Center Drive.</p> <p>The project includes approximately 8.50 acres of on-site parkland, which will be improved in accordance with a plan developed during the charrette with neighborhood and City staff input (e.g. Neighborhood Park on Parcel 10 and Heritage Park on Parcel 8). More than 5.22 acres of on-site parkland are</p>

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		within the AO Creek Plan.
<p>3. Provide a total amount of open space that equals or exceeds 10% of the residential tracts, 15% of the industrial tracts, and 20% of the nonresidential tracts within the PUD, except that:</p> <p>a. A detention or filtration area is excluded from the calculation unless it is designed and maintained as an amenity, and</p> <p>b. The required percentage of open space may be reduced for urban property with characteristic that make open space infeasible if other community benefits are provided.</p>	Yes.	<p>The project will provide open space equal to more than 35% of the Property's total area (approximately 11.01 acres of 31.4 acres), which exceeds the minimum open space requirements by 41%. This percentage exceeds the cumulative requirements of 10% of residential tracts and 20% of the nonresidential tracts within the PUD. Filtration areas are excluded from the calculation.</p> <p>A new Exhibit L has been added to the draft ordinance, which sets forth most of the open space that will be provided throughout the Property; however, Exhibit L only shows the primary open space areas and does not include additional open space areas within the Property between buildings, parking areas and streets -- all of which would further increase the overall open space. Exhibit L shows a minimum of 11.01 acres of open space, which is 41% more open space than is required.</p>
4. Comply with the City's Planned Unit Development Green Building Program.	Yes.	The project will comply with the requirements of the Austin Energy Green Building (AEGB) rating system using the applicable rating version in effect at the time a rating application is submitted for a building at a 2-Star Level.

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<p>5. Be consistent with the applicable neighborhood plans, neighborhood conservation combining district regulations, historic area and landmark regulations and compatible with adjacent property and land uses.</p>	<p>Yes.</p>	<p>The Property is not located within a City of Austin Neighborhood Planning Area nor a neighborhood conservation or combining district. The uses and design of the project are compatible with the surrounding properties and are based on design strategies, objectives and measures established by the neighborhood stakeholders and provided to the design team at the charrette.</p> <p>While the project is not fully compliant with all compatibility regulations, it is based on established urban design principles to create a unified context sensitive to the built environment that has lower heights in the areas closest to single family residential uses across Spicewood Springs Road and Hart Lane to minimize the impact on single family residential uses. In addition to this step-down plan, on-site parkland and open space is located along the western and northern edge of the project, closest to single family residential uses across Hart Lane and north of Spicewood Springs Road.</p> <p>The project will remove approximately 1.6 acres of existing untreated surface parking impervious cover located within the Critical Water Quality Zone and CEF buffers.</p> <p>The project is designed to utilize far less impervious cover than (a) is located on the site in its existing condition (proposed 58% versus existing 66%) and (b) is available under existing zoning and watershed rules (proposed 58% versus 70/90%).</p> <p>As part of the charrette outcome, it was determined that additional impervious coverage with the buildings on the updated plan was more compatible with the adjacent neighborhood to less impervious cover with the taller buildings, as submitted in the initial proposals for the project.</p>
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Austin Oaks
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<p>6. Provide for environmental preservation and protection relating to air quality, water quality, trees, buffer zones and greenbelt areas, critical environmental features, soils, waterways, topography and the natural and traditional character of the land.</p>	<p>Yes.</p>	<p>The updated plan as submitted includes a Park Plan, Creek Plan, a Streetscape Plan, a Tree Plan, and an Open Space Plan which provide for environmental preservation and protection of open space and greenbelt areas throughout the development, and pedestrian linkages that are designed around the natural features and the existing Oaks along Executive Center Drive.</p> <p>The project is designed to preserve a meaningful number of the Heritage trees on the site, and the updated plan additionally preserves more than 7,000 caliper inches of trees less than 8" caliper, which could otherwise be removed.</p> <p>The Property currently has no water quality controls and has impervious cover such as surface asphalt parking areas within the Critical Water Quality Zone. The updated plan as submitted will provide water quality controls and will remove impervious cover from the Critical Water Quality Zone. Impervious cover will also be removed around tree critical root zones, and trees and landscaping will be featured and protected along the Heritage Trail, as shown on the exhibits to the submittal.</p> <p>The PUD designates three types of Critical Environmental Features, a Rimrock, Wetlands and Seep, and provides for a minimum 50-foot buffer from each feature. Existing surface parking lot impervious cover will be removed from the 50' buffer designation.</p> <p>There is approximately 2.2 acres of impervious cover within the floodplain, CWQZ and CEF buffers. The proposed redevelopment plan calls for a reduction of approximately 1.6 acres of impervious cover.</p>
<p>7. Provide for public facilities and services that are adequate to support the proposed development including school, fire protection, emergency service and police facilities.</p>	<p>Yes.</p>	<p>Based on City of Austin record data, sufficient infrastructure exists on the Property, with the exception of a water line that would need to be enlarged at the site plan phase; this would be done at the owner's expense.</p> <p>In addition to paying a pro rata share for future traffic improvements, traffic mitigation measures also include specific improvements at nearby intersections such as Hart Lane and Spicewood Springs Road.</p>

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		<p>The Park Plan contains 2.37 acres, which currently comprise an office building and surface parking, and will be redeveloped as a Neighborhood Park as provided in the Park Plan at the developer's cost of approximately \$1,546,500 before it is deeded to the City; this money can also be used to redevelop the Heritage Park located on Parcel 8. The Creek Plan will also have more than 5 acres of public parkland. The Heritage Trail will provide pedestrian connectivity between these two park destinations.</p>
<p>8. Exceed the minimum landscaping requirements of the City Code.</p>	<p>Yes.</p>	<p>The project will exceed the minimum landscaping requirements of the Code and require the utilization of native and adaptive species and non-invasive plants per the Grow Green Program. Specifically, at least 75% of the total plant material planted, exclusive of turf and land within dedicated Parkland, shall be native to Central Texas or on the Grow Green Native and Adapted Landscape Plants. An Integrated Pest Management program will be implemented following the guidelines developed by the Grow Green Program in order to limit the use of pesticides on site.</p> <p>In addition, the owner will increase the requirements set forth in Section 2.4.1(D) of the Environmental Criteria Manual related to Street Yard Trees to provide the following:</p> <ul style="list-style-type: none"> •75% of the street trees planted from the Preferred Plan List, rather than 60%; •Planted street trees will be no less than 8 feet in initial height, rather than 6 feet; •Planted street trees will be no less than 3 inch caliper measured at six inches above grade, rather than 1.5 inch caliper; •No more than 30% of planted street trees will be from the same species, rather than 50%.
<p>9. Provide for appropriate transportation and mass transit connections to areas adjacent to the PUD district and mitigation of adverse cumulative transportation impacts with sidewalks, trails and roadways.</p>	<p>Yes.</p>	<p>The project is situated in close proximity to entrance/exit point of the MoPac Expressway Managed Lane, currently under construction, allowing access into and out of the areas served by MoPac.</p> <p>The Imagine Austin Plan designates the adjacent Mopac/Anderson Lane intersection as a "High Capacity Transit Stop". Additionally, a Metro Rapid station is located at Anderson Lane east of Mopac, and on-street bicycle lanes are located along Spicewood Springs, Hart Lane, and Wood Hollow</p>

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		<p>Drive allowing direct access to the Metro Rapid Bus Station.</p> <p>Currently, Executive Center Drive does not provide bike lanes; the redevelopment plan includes on-street bicycle lanes for Executive Center Drive.</p> <p>The cross-section of the Heritage Trail along Executive Center Drive illustrates the focus on pedestrian orientation; and separated sidewalks along other portions of the streets, along with dedicated bike lanes on Executive Center Drive, reflect a high level of connectivity for bicyclists, pedestrians, and drivers. Additionally, a pedestrian walk and bridge will be built before conveyed to the City in order to provide connectivity across the creek.</p> <p>An updated TIA has been completed for the updated plan and will be reviewed by staff to determine appropriate (and proportional) transportation improvements needed in the area.</p>
10. Prohibit gated roadways.	Yes.	No gated public roadways will be permitted within the PUD
11. Protect, enhance and preserve the areas that include structures or sites that are of architectural, historical, archaeological or cultural significance.	Not Applicable.	The property does not have any known architectural, historical or archeological areas of significance.
12. Include at least 10 acres of land, unless the property is characterized by special circumstances, including unique topographic constraints.	Yes.	The project is over 31 acres and exceeds the 10 acre requirement.

Austin Oaks
Tier 1 & Tier 2 Compliance

Tier II Requirement	Compliance	Explanation
Tier I - Additional PUD Requirements for a mixed use development	Compliance	Explanation
1. Comply with Chapter 25-2, Subchapter E (<i>Design Standards and Mixed Use</i>)	Yes.	The plan substantially complies with the intent of the Commercial Design Standards and reflects alternative equivalent compliance to obtain full compliance that is responsive to the existing site conditions and incorporate and account for the environmental features. The mixed use design standards developed during the design charrette are reflected in the Land Use Plan and accompanying exhibits. In fact, the Land Use Plan and the exhibits reflect what is believed to be a superior approach to planting zones, clear zones, and building placement appropriate for the site conditions, given the existing environmental constraints and preservation of trees.
2. Inside the Urban Roadway boundary depicted in Figure 2, Subchapter E, Chapter 25-2 (<i>Design Standards and Mixed Use</i>), comply with the sidewalk standards in Section 2.2.2, Subchapter E, Chapter 25-2 (<i>Core Transit Corridor Sidewalk and Building Placement</i>).	Yes.	The updated plan substantially complies with the intent of the Commercial Design Standards and reflects alternative equivalent compliance to obtain full compliance, as developed during the design charrette and reflected in the Land Use Plan and required by the accompanying exhibits. In fact, the Land Use Plan and the exhibits reflect what is believed to be a superior approach to planting zones, clear zones, and building placement appropriate for the site conditions, given the existing environmental constraints.
3. Contain pedestrian oriented uses as defined in Section 25-2-691(C) (<i>Waterfront Overlay District Uses</i>) on the first floor of a multi-story commercial or mixed use building.	Yes.	The updated plan allows pedestrian-oriented uses on the ground floor of buildings fronting on Executive Center Drive and the pedestrian Heritage Trail, and has designated specific retail spaces fronting or combined into parking garages along Executive Center Drive and within the Mixed Use Parcel.

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<p>1. Open Space – Provide open space at least 10% above the requirements of Section 2.3.1.A (<i>Minimum Requirements</i>). Alternatively, within the Urban Roadway boundary established in Figure 2 of Subchapter E of Chapter 25-2 (<i>Design Standards and Mixed Use</i>), provide for proportional enhancements to existing or planned trails, parks, or other recreational common open space in consultation with the Director of the Parks and Recreation Department.</p>	<p>Yes.</p>	<p>35% of gross site area (more than 11 acres) is proposed as open space, which is 41% more open space than required per Tier 1 regulations for residential and commercial uses (3 acres more than required). The Property is within the Urban Roadway boundary and the owner will provide bike lanes, pedestrian paths, and sidewalks throughout -- see Land Use Plan and Streetscape Plan.</p> <p>A new Exhibit L has been added to the draft ordinance, which sets forth most of the open space that will be provided throughout the Property; however, Exhibit L only shows the primary open space areas and does not include additional open space areas within the Property between buildings, parking areas and streets -- all of which would further increase the overall open space. Exhibit L shows a minimum of 11.01 acres of open space, which is 41% more open space than is required.</p> <p>Exhibit G has been further revised to show that a total of 8.50 acres of Park space will be dedicated and available to the public; however, the credited parkland is 5.34 acres which is what would be required for 250 multifamily units and 100 hotel rooms (actual required amount would be 4.79 acres under the current code; under the parkland dedication requirements that applied at the time the rezoning application was filed, the parkland dedication amount is 2.125 acres). A portion of the dedicated property that is located between the 50' and 150' setback from a CEF and currently includes surface parking will be reclaimed and restored to provide an area that may be used for park improvements under Section 25-8-25 (Redevelopment provision of the Code). Moreover, the owner is also contributing \$1,546,500, which is 5x more than would be required if the owner paid a fee-in-lieu for the parkland dedication requirement under the current ordinance.</p> <p>Restoration and enhancement of the drainageways within the PUD shall be provided in accordance with the Creek Plan.</p>
<p>2. Environment/Drainage a</p>	<p>Yes.</p>	<p>Complies with current code instead of asserting entitlement to follow older code provisions by application of law or agreement.</p> <p>Reason: Because this is an existing development with structures built in the 1970s and 1980s, the owner will redevelop pursuant to current code provision Section 25-8-25 of the City Code applied on an overall basis, which requires the level of water quality treatment prescribed by current regulations. The owner is not</p>

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		asserting entitlement to follow older code provisions.
b	No	<p>Provides water quality controls superior to those otherwise required by code.</p> <p>Reason: The site currently has <i>NO</i> water quality treatment facilities and currently has a considerable amount of impervious cover within the Critical Water Quality Zone and within CEF buffers. The redevelopment will provide water quality facilities meeting current code and remove existing surface parking within the CWQZ that would not be required under current code.</p>
c	No	<p>Uses green water quality controls as described in the Environmental Criteria Manual to treat at least 50 percent of the water quality volume required by code.</p> <p>Reason: The opportunity to use green water quality controls is explicitly provided for; however, the site conditions - including tree preservation and topography - make it impossible to commit to such a benchmark without full site plan engineering and substantial regrading of the site.</p>
d	N/A	<p>Provides water quality treatment for currently untreated, developed off-site areas of at least 10 acres in size.</p> <p>Reason: Off-site areas do not readily drain to areas of the site that would allow for capture by proposed site water quality ponds. Other environmental Tier II factors have been achieved.</p>
e	Yes	<p>Reduces impervious cover by five percent below the maximum otherwise allowed by code or includes off-site measures that lower overall impervious cover within the same watershed by five percent below that allowed by code.</p> <p>Reason: Impervious cover is limited to (58%) for the entire Property and is calculated on an aggregate (i.e., entire site) basis. The updated plan reduces impervious cover by more than 5% below the maximum otherwise allowed by the Code; the maximum impervious cover otherwise allowed under the current code is 66%.</p> <p>In addition, impervious cover within the portion of the PUD located within 300 feet of the existing off-site springs as shown on Exhibit C (Land Use Plan) shall be limited to 50%.</p>

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f	N/A	Provides minimum 50-foot setback for at least 50 percent of all unclassified waterways with a drainage area of 32 acres.
g	No See Additional Benefit of laying back the creek.	Provides volumetric flood detention as described in the Drainage Criteria Manual. Reason: The Owner has agreed to a minimum of 20,000 cubic feet of detention either by laying back a portion of the West side of the unnamed creek bank on Parcels 4 and 5, or creating a dual-use detention/parkland area within the AO Creek Boundary on the East side of the unnamed creek bank; either of which will create flood detention. See Additional Benefit below. An updated AO Creek Plan includes the layback area.
h	No	Provides drainage upgrades to off-site drainage infrastructure that does not meet current criteria in the Drainage or Environmental Criteria Manuals, such as storm drains and culverts that provide a public benefit.
i	Yes	Proposes no modifications to the existing 100-year floodplain.
j	Yes	Uses natural channel design techniques as described in the Drainage Criteria Manual. Reason: An Erosion Hazard Zone report has been provided which establishes that the natural channel was originally reconfigured to its current embankment condition. "Natural channel design techniques" are proposed to partially re-establish and improve the channel character.
k	Yes	Restores riparian vegetation in existing, degraded Critical Water Quality Zone areas. Reason: Construction within the CWQZ and the CEF Buffer shall include the removal of existing surface parking lots and restoration of such areas. A restoration plan for each site plan for Parcels 2, 3, 4 and 5 shall be submitted to the City for review and approval if it complies with the following: (i) Planting and seeding pursuant to the Standard Specification 609S, and (ii) Revegetation adequate to achieve a score of "Good (3)" at maturity for the following parameters of Environmental Criteria Manual Appendix X "Scoring: Zone 1 - Floodplain Helath": Gap Frequency, Soil Compaction, Structural Diversity, and Tree Demography. The identified Zone 1 Parameters shall apply to all restored areas

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		within the CWQZ and CEF buffers. The restoration plan may accommodate a trail or other permitted park improvements. Restoration of existing parking lot areas within the AO Creek Plan, and outside of the CWQZ or CEF buffer, shall be planted and seeded pursuant to Standard Specification 609S..
l	Yes	Removes existing impervious cover from the Critical Water Quality Zone. Reason: There is approximately 2.2 acres of impervious cover within the floodplain, CWQZ and CEF buffers. The proposed redevelopment plan calls for a reduction of approximately 1.6 acres of impervious cover.
m	Yes, as modified.	Preserves all heritage trees; preserves 75% of the caliper inches associated with native protected size trees; and preserves 75% of all of the native caliper inches. Reason: The owner will preserve 75% of all of the native caliper inches (1 inch or greater) and will preserve 75% of the total caliper inches of protected and heritage trees together. In addition, the updated plan preserves more than 7,000 caliper inches of trees less than 8" caliper, which could otherwise be removed.
n	No	Tree plantings use Central Texas seed stock native and with adequate soil volume. Reason: Given the number of trees on the site, as staff noted, it would be very difficult (if not impossible in many cases) to achieve the increased standards that the City has suggested for soil volume without damaging the critical root zone of preserved trees. In the conditions on this site, the City's suggested soil volume would necessitate root ball intrusion among the preserved trees.
o	Yes, as modified.	Provides at least a 50 percent increase in the minimum waterway and/or critical environmental feature setbacks required by code. Reason: Although no removal of the current impervious cover would otherwise be required under Section 25-8-25 - even in the waterway and CEF buffers -- there is a 95% reduction of impervious cover in the CWQZ (the only proposed impervious cover in the redevelopment plan are sidewalks to a pedestrian bridge), a 58% reduction in impervious cover within the rimrock/seep setback, and a 74% reduction of impervious cover within the wetland setback.
p	Yes	Clusters impervious cover and disturbed areas in a manner that preserves the most environmentally sensitive areas of the site that are not otherwise protected. Reason: One objective of the Design Charrette was to find a way to reduce

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		<p>impervious cover and create open space (in this case 41% more open space than required). In order to achieve the park space, Heritage Trail, and Creek area, the redevelopment was clustered. For example, the redevelopment plan has focused the most significant redevelopment density in areas closer to MoPac frontage. In addition, areas that would otherwise be opportune for redevelopment will remain either open space or be credited as parkland; especially the more than 1 acre reduction of impervious cover within the CEF buffers.</p> <p>In addition, impervious cover within the portion of the PUD located within 300 feet of the existing off-site springs as shown on Exhibit C (Land Use Plan) shall be limited to 50%.</p>
q	No.	Provides porous pavement for at least 20 percent or more of all paved areas for non-pedestrian in non-aquifer recharge areas.
r	No.	<p>Provides porous pavement for at least 50 percent or more of all paved areas limited to pedestrian use.</p> <p>Reason: The majority of the paved areas - such as the Heritage Trail - will be dedicated to the public and will be multi-use paths and would not be appropriate for porous pavement; park trails in the Neighborhood Park and Creek area constructed by the Owner are proposed as low-maintenance concrete paving.</p>
s	No.	Provides rainwater harvesting for landscape irrigation to serve not less than 50% of the landscaped areas.
t	No.	Directs stormwater runoff from impervious surfaces to a landscaped area at least equal to the total required landscape area.
u	Additional Benefit	Additionally, the project prohibits uses that may contribute air and water quality pollutants (e.g., Automotive Repair Services, Automotive Washing (except as accessory use to office)), which are otherwise presently permitted uses under the existing zoning and other regulations.
v	Additional Benefit	The Owner has agreed to provide a minimum of 20,000 cubic feet of detention storage prior to and as a condition precedent for the issuance of a permanent Certificate of Occupancy for the building(s) to be constructed on the last of Parcel 4 or Parcel 5 to be developed. The Owner has agreed to lay back a portion of the West side of the unnamed creek bank on Parcels 4 and 5, which will create additional flood detention within the existing "Koger" pond as simulated in the City's

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September 1, 2016

		<p>hydrologic model. The expectation is that potentially up to 43,000 cubic feet of detention may be provided as a result of the creek lay back plan. The total amount of flood detention is unknown and depends on whether the firmly situated rock that lies beneath the surface deposits of soil, alluvium, rock fragments and fill can be readily removed without breaking the rock by blasting, air tool (hoe ram or jackhammer) or other destructive mechanical means. If the Owner is unable to achieve a minimum of 20,000 cubic feet of additional detention by laying back the West side of the unnamed creek bank, the Owner will create a dual-use detention/parkland area within the AO Creek Boundary on the East side of the unnamed creek bank such that at least a total of 20,000 cubic feet of detention is provided between the lay back on the West side and the detention/parkland area on the East side of the unnamed creek.</p> <p>Each site plan must show no-adverse impact downstream for the 2, 10, 25 and 100-year storm events down to the confluence with Shoal Creek, based on a PUD-wide analysis; however, for purposes of any drainage analysis or evaluation, the entire PUD Property will be considered a single site for the drainage analysis and such drainage analysis will utilize the existing impervious cover of the PUD Property as the underlying benchmark, which is 66% of the gross site area.</p>
<p>3. Community Amenities – Provides community or public amenities, which may include space for community meetings, day care facilities, non-profit organizations, or other uses that fulfill an identified community need.</p>	<p>Yes.</p>	<p>The updated plan provides a minimum of 11 acres of open space. Parcel 10 will be redeveloped as a neighborhood park as provided in the Park Plan at the developer's cost before it is deeded to the City. Parkland is distributed through the redevelopment plan to encourage community use. Additionally, a variety of multimodal connections (including proposed bus shelters) promote access to the parkland.</p>
<p>4. Transportation – Provides bicycle facilities that connect to existing or planned bicycle routes or provides other multi-modal transportation</p>	<p>Yes.</p>	<p>The proposed on-site and off-site improvements for the project include enhancing pedestrian and bicycle access to and through the site, including the development of a pedestrian Heritage Trail linking Hart Lane to Wood Hollow as reflected in the Streetscape Plan and the Tree and Landscaping Plan to highlight and preserve the oak trees along most of Executive Center Drive. Dedicated on-street bike lanes will be provided along the length of Executive Center Drive to connect to existing bike lanes along Hart Lane and Wood Hollow Dr.</p>

Austin Oaks
Tier 1 & Tier 2 Compliance
September 1, 2016

<p>features not required by code.</p>		<p>The Cross-section of the “Heritage Trail” within the Streetscape Plan along Executive Center Drive illustrates the pedestrian orientation promoted within the development. In addition, separated pedestrian walks along other portions of the streets as well as the pedestrian bridge and trails shown in the Creek Plan will provide a high level of connectivity for pedestrians and bicyclists. Bus stops are designated at Wood Hollow Drive and Executive Center Drive, and Hart Lane and Executive Center Drive, subject to Capital Metro necessity and approval.</p> <p>The multi-modal routes promote accessibility to public destinations within the updated plan.</p>
<p>5. Affordable Housing – Provides for affordable housing or participation in programs to achieve affordable housing.</p>	<p>Yes.</p>	<p>The project will comply with Planned Unit Development regulations for affordable housing. Participation will be provided with on-site units. 5% of the residential units as a Tier 2 item and 5% of the units for purposes of tier 3, for a total of 10% of the residential units to households whose income is 80 percent or below the median family income of the Austin metropolitan statistical area for ownership units and 60 percent or below the Austin metropolitan statistical area for rental units.</p> <p>Sales or leases of residential units to households in which one of the members is employed by the Austin Independent School District, so long as their income does not exceed 120 percent of the median family income of the Austin metropolitan statistical area for ownership units or rental units, as applicable, shall be considered to be affordable units for purposes of complying with the affordable housing requirements; however, not more than 50% of the total of the required number of affordable units may be such sales or leases to employees of the Austin Independent School District.</p>

EXHIBIT E

Austin Oaks PUD

Proposed Code Modifications

There are 24 modifications to Code requirements requested by the Applicant.

1. *Section 25-8-25(B)(1) and (3) (Redevelopment Exception in Urban and Suburban Watersheds) are modified to apply to the entirety of the PUD on an overall basis;*
2. *Section 2.4.3 (Buffering) of the Environmental Criteria Manual is modified as to Parcel 1 and Parcel 4, such that plants used as buffering elements shall be planted in a permeable landscape area at least three (3) feet wide, measured from inside of curb or pavement to the property line.*
3. *Section 25-6-477 (Bicycle Parking) for office, residential, and hotel uses is modified;*
4. *Section 25-2-1008(A)(1) (Irrigation Requirements) will be applied on an overall basis;*
5. *Section 2.4.1 D (Street Yard Trees) of the City of Austin Environmental Criteria Manual is modified to increase the requirements;*
6. *Section 3.3.2(A) (General Tree Survey Standards) of the City of Austin Environmental Criteria Manual is modified to lengthen the time period for which the survey can be used;*
7. *Section 25-8-641(B) (Removal Prohibited) is modified as set forth in the Ordinance to allow for the removal of specific Heritage Trees;*
8. *Section 3.5.4 (Mitigation Measures) of the City of Austin Environmental Criteria Manual is modified as set forth in the Ordinance to provide a standard for redevelopment sites and provide that tree mitigation credit shall be granted for removing existing impervious cover from the critical root zone of preserved trees;*
9. *Section 25-7-61(A)(5) (Criteria for Approval of Development Applications), and Section 1.2.2.A and D of the City of Austin Drainage Criteria Manual (General) are modified to apply to the entirety of the PUD on an overall basis;*
10. *Sections 25-7-32 (Director Authorized to Require Erosion Hazard Zone Analysis) is modified so that another Erosion Hazard Zone Analysis is not required for each site plan;*
11. *Section 25-2-1062 (Height Limitations and Setbacks for Small Sites) is modified as set forth on the Land Use Plan;*
12. *Section 25-2-1063 (Height Limitations and Setbacks for Large Sites) is modified as set forth on the Land Use Plan;*
13. *Section 25-2-1065 (Scale and Clustering Requirements) is modified as set forth on the Land Use Plan;*
14. *Subchapter E (Design Standard and Mixed Use) Section 2.2 (Relationship of Buildings to Streets and Walkways) is modified as set forth on the Land Use Plan;*
15. *Subchapter E (Design Standard and Mixed Use) Section 2.3 (Connectivity) is modified as set forth on the Land Use Plan and the Streetscape Plan Exhibit;*

EXHIBIT E

16. *Subchapter E (Design Standard and Mixed Use) Section 2.4 (Building Entryways) is modified as set forth on the Land Use Plan and the Streetscape Plan Exhibit;*
17. *Subchapter E (Design Standard and Mixed Use) Section 3.2 (Glazing and Facade Relief Requirements) shall not apply to the AO Hotel Parcel 6 or the AO Mixed Use Parcel 9;*
18. *Subchapter E (Design Standard and Mixed Use) Article 4 (Mixed Use) is modified as set forth on the Land Use Plan;*
19. *Section 25-10-101(C)(2) and (3)(a) (Signs Allowed in All Sign Districts Without An Installation Permit) is modified to improve directional signage given the topography at the site;*
20. *Section 25-10-130 (Commercial Sign District Regulations) is modified to allow projecting signs and increase sign size within the Property; and*
21. *Section 25-10-154 (Subdivision Identification Sign) is modified to provide for an appropriate number of subdivision signs.*
22. *Section 25-6-472 (Parking Facility Standards) is modified as set forth in the Ordinance to account for a mixed use development.*
23. *Section 25-2-21 of the Land Development Code to allow for the PUD to comply with the site development regulations on an overall contiguous basis, rather than tract by tract.*
24. *Section 25-2-243 of the Land Development Code to allow for the PUD area to be considered contiguous in the zoning application.*



TREES LEGEND:

	70	EXISTING HERITAGE TREES ON-SITE
	57	HERITAGE TREES PRESERVED
	97	EXISTING PROTECTED TREES ON-SITE
	66	PROTECTED TREES PRESERVED
	566	NON PROTECTED/REGULATORY TREES ON-SITE
	327	NON PROTECTED/REGULATORY TREES PRESERVED
	13	HERITAGE TREES - TO BE REMOVED
	31	PROTECTED TREES TO BE REMOVED
	239	NON-PROTECTED/REGULATORY TREES TO BE REMOVED

UDG
 Urban Design Group PC
 TX Registered Engineering Firm #1343
 3660 Stoneridge Road
 Suite E101
 Austin, TX 78746
 512.347.0040

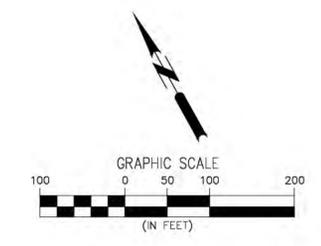
T B G
 Landscape Architects Planners
 1705 Guadalupe Street, Suite 500
 Austin, Texas 78701
 (512) 327-0111 Fax: (512) 327-0488
 Austin Dallas Houston San Antonio

AUSTIN OAKS PUD
TREE PLAN

NOTES	NAME	DATE
SURVEY BY		
DRAWN BY		
CHECKED BY		
DESIGNED BY		
REVIEWED BY		

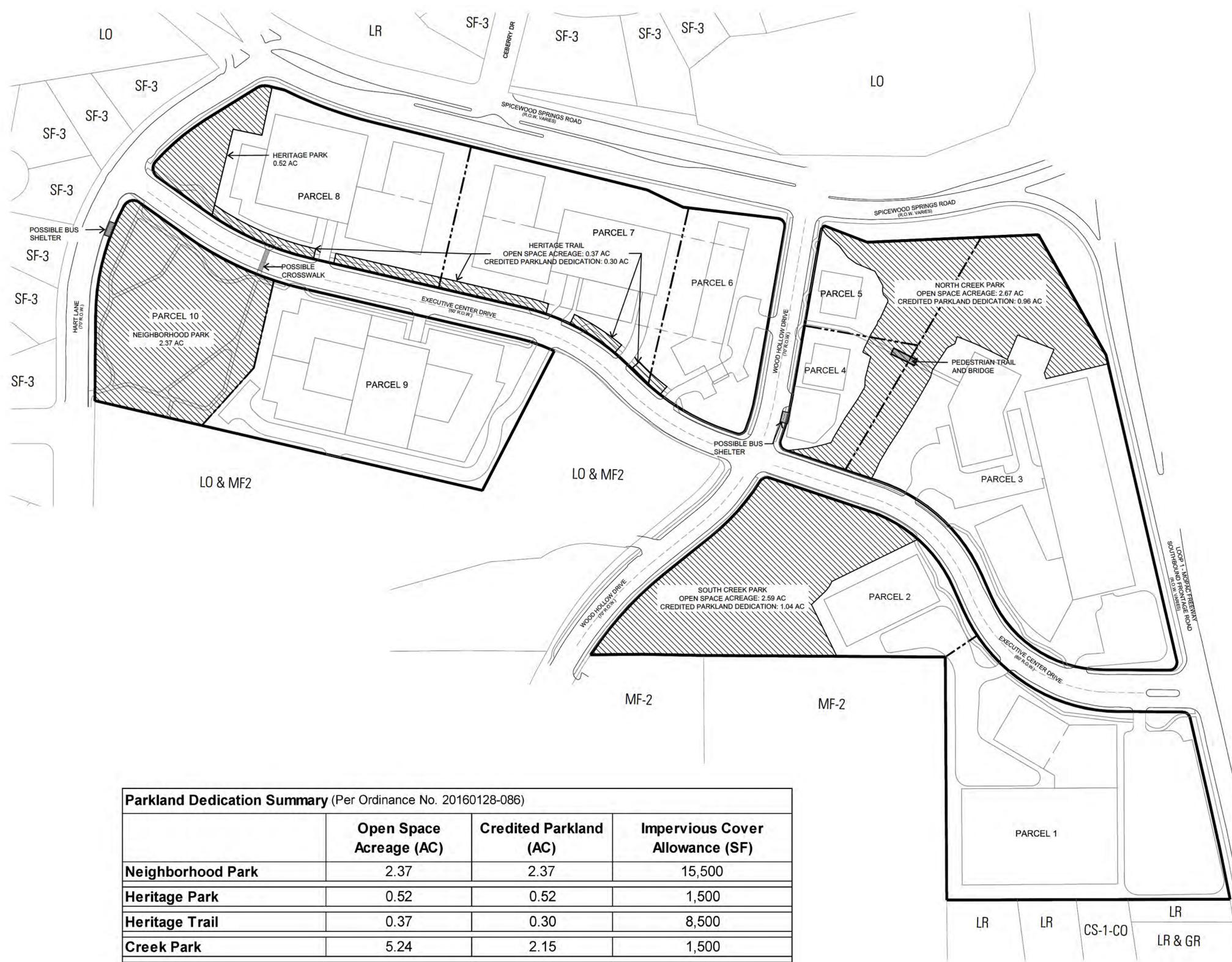
EXHIBIT J
 AUGUST 30, 2016
 UDG JOB NO. 15-864
 1"=80'
 CASE NUMBER: C814-2014-0120

EXHIBIT F



LEGEND

PARKLAND DEDICATION



Parkland Dedication Summary (Per Ordinance No. 20160128-086)

	Open Space Acreage (AC)	Credited Parkland (AC)	Impervious Cover Allowance (SF)
Neighborhood Park	2.37	2.37	15,500
Heritage Park	0.52	0.52	1,500
Heritage Trail	0.37	0.30	8,500
Creek Park	5.24	2.15	1,500
Total	8.50	5.34	27,000*

*Impervious Cover Not to Exceed 27,000 SF overall and may be allocated in any of the parkland areas.

- Notes:
- The Owner will spend up to \$1,546,500 to redevelop Parcel 10 as a park and provide improvements prior to deeding the Parcel 10 property to the City as a city parkland and with the approval of the City of Austin; after the redevelopment of the neighborhood Park on Parcel 10, if the cost did not exceed \$1,546,500, the remaining amount may be used toward redeveloping the Heritage Park on Parcel 8. Parkland dedication requirements set forth herein shall satisfy all parkland requirements of the City with respect to the PUD, including parkland dedication and parkland development fees. A portion of the improvement expenditures may be spent on placing of a historic marker or interpretive signage on Parcel 10 and Parcel 8 (within the Heritage Park).
 - Bus shelter subject to Capital Metro need and approval.
 - The buildings, structures, parking, sidewalks, trails and other improvements shown on this exhibit are graphic representations and are not exact. The exact locations and specifications for the buildings, structures, parking, and other improvements shall be determined as site development permits are issued as is consistent with the provisions and intent of this ordinance.
 - Per 25-8-63(C), multi-use trails on the parkland and trail easements shall be excluded from impervious calculations.

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Austin Dallas Houston San Antonio

AUSTIN OAKS PUD

AO PARK PLAN AND PARK SPACE

NOTES: NAME: DATE:

SURVEY BY: _____

DRAWN BY: _____

CHECKED BY: _____

DESIGNED BY: _____

REVIEWED BY: _____

EXHIBIT G

PAGE 1 OF 2

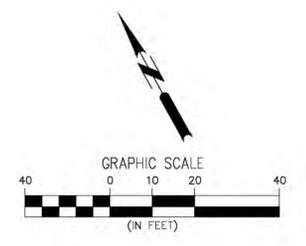
AUGUST 30, 2016

UDG JOB NO. 15-864

1"=100'

CASE NUMBER: C814-2014-0120

REVISED : SEPTEMBER 13, 2016



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AUSTIN OAKS PUD
**AO PARK PLAN
 AND PARK SPACE**

- Notes:
- The Owner will spend up to \$1,546,500 to redevelop Parcel 10 as a park and provide improvements prior to deeding the Parcel 10 property to the City as a city parkland and with the approval of the City of Austin; after the redevelopment of the neighborhood Park on Parcel 10, if the cost did not exceed \$1,546,500, the remaining amount may be used toward redeveloping the Heritage Park on Parcel 8. Parkland dedication requirements set forth herein shall satisfy all parkland requirements of the City with respect to the PUD, including parkland dedication and parkland development fees. A portion of the improvement expenditures may be spent on placing of a historic marker or interpretive signage on Parcel 10 and Parcel 8 (within the Heritage Park).
 - Bus shelter subject to Capital Metro need and approval.
 - The buildings, structures, parking, sidewalks, trails and other improvements shown on this exhibit are graphic representations and are not exact. The exact locations and specifications for the buildings, structures, parking, and other improvements shall be determined as site development permits are issued as is consistent with the provisions and intent of this ordinance.
 - Per 25-8-63(C), multi-use trails on the parkland and trail easements shall be excluded from impervious calculations.

NOTES	NAME	DATE
SURVEY BY		
DRAWN BY		
CHECKED BY		
DESIGNED BY		
REVIEWED BY		

EXHIBIT G
 PAGE 2 OF 2
 AUGUST 30, 2016

UDG JOB NO. 15-864
 1"=20'

REVISED : SEPTEMBER 13, 2016



MEMORANDUM

TO: Jerry Rusthoven, Planning and Zoning Department Manager

FROM: Ricardo Soliz, Division Manager
Parks and Recreation Department

DATE: August 30, 2016

SUBJECT: Austin Oaks Planned Unit Development (PUD)

A PUD district provides greater design flexibility by permitting modifications of site development regulations. The code reads that the purpose of the PUD is to “*preserve the natural environment, encourage high quality development and innovative design and ensure adequate public facilities and services for development within the PUD.*”

The Parks and Recreation Department finds that the Austin Oaks PUD is superior to traditional zoning as it pertains to parks. The following items contribute to the superiority:

- The parkland being provided is 11.3% higher than required by the **2016** Parkland Dedication ordinance and 100% of the neighborhood park acres is level and suitable for open play.
Credited Parkland owed = 4.8 acres; Credited Parkland provided = 5.34 acres
- The Neighborhood Park will be developed by the applicant in an amount of \$1,546,500. This amount is \$5,155 per unit, 15 times more than the current \$317 per unit park-development fee required in 25-1-606. Additional funds will be spent to connect the park areas with trails.
- The plan to develop the neighborhood park will receive staff and neighborhood input and be presented to the Parks and Recreation Board for approval to ensure ample public involvement.

If you need further information, contact me at 974-9452.

EXHIBIT I



INTERNAL MEMORANDUM

TO: Andrew Moore, Case Manager
 Planning and Zoning Department

FROM: *SJS* Scott A. James, P.E., PTOE, Land Use Review/Transportation
 Bryan Golden, Planner III
 Development Services Department

DATE: October 6, 2016

SUBJECT: Traffic Impact Analysis for Austin Oaks PUD
 Zoning Case No. C814 – 2014 - 0120

The Transportation Review Section has reviewed the Traffic Impact Analysis (TIA) for the proposed Austin Oaks Planned Unit Development, dated July 26, 2016, and offers the following comments:

The project site (31.27 acres) is located at the southwest corner of Loop 1 (Mo-Pac Expressway) and Spicewood Springs Road in north Austin. The current zoning is LO, SF-3, GR and LR, and the request is for PUD zoning. The proposal is for up to 250 apartment dwelling units, approximately 673,000 SF of general office, approximately 169,000 SF of medical-dental office, approximately 46,700 SF of restaurant and a 100 room hotel within the site.

The proposed development is to be built in phases with the planned removal of existing office space concurrent with the construction of the proposed development. Twelve (12) driveways are proposed to serve the site, ten (10) intersecting Executive Center Drive and two (2) intersecting Wood Hollow Drive. All vehicle access to the site will use the current public roadway network. No new public roads are proposed.

The table below presents the proposed changes in current and future land use:

Table 1 – Current and proposed land uses for the Austin Oaks redevelopment

Development		Existing Office		Proposed Austin Oaks Land Use				
Phase	Year	Removed	Remaining	General Office	Medical Office	Restaurant	Apartment	Hotel
Existing	2016	-	445,322 SF	-	-	-	-	-
Phase I	2018	87,837 SF	357,485 SF	215,000 SF	55,000 SF	0 SF	0	0
Phase II	2020	105,893 SF	339,429 SF	0 SF	0 SF	15,000 SF	250 DU	0
Phase III	2022	149,822 SF	295,500 SF	207,000 SF	55,000 SF	31,700 SF	0	100 Rooms
Phase IV	2024	101,770 SF	343,552 SF	250,995 SF	59,000 SF	0 SF	0	0
Total		445,322 SF	-	672,995 SF	169,000 SF	46,700 SF	250 DU	100 Rooms

Roadways

Mo-Pac Expressway (Loop 1) is identified in the *2025 Austin Metropolitan Area Transportation Plan (AMATP)* as a freeway. In the vicinity of the site, the southbound frontage road is a three-lane, undivided, one-way facility. The northbound frontage road provides access to the site via the interchanges of Far West Boulevard and Spicewood Springs Road, respectively. The posted speed limit for both frontage roads is 50 MPH.

Spicewood Springs Road is an east to west direction, major arterial. In the vicinity of the site, Spicewood Springs Road is a five-lane, median-divided facility with bike lanes on either side. The posted speed limit is 35 mph and speed data collected along Spicewood Springs Road near Hart Lane indicated the 85th percentile speed to be greater than 40 mph.

Far West Boulevard is an east to west direction major six-lane divided arterial roadway east of Hart Lane. West of Hart Lane, the roadway is classified a minor undivided arterial roadway. The posted speed limit is 35 MPH and dedicated bicycle lanes exist on both sides of the roadway.

Steck Avenue is an east to west direction minor undivided arterial roadway as described in the AMATP. Currently, it is a two-lane undivided roadway west of Loop 1 and east of Loop 1 is a two-lane roadway with a two-way-left-turn-lane (TWLTL). In the vicinity of the site, the posted speed limit is 30 MPH and dedicated bicycle lanes exist on both sides of Steck Avenue.

Executive Center Drive is presently a two lane neighborhood collector. It runs east to west and is wholly contained within the boundaries of the site.

Greystone Drive is two lane neighborhood collector, running east to west, and it is located to the south of the site.

Hart Lane is a two lane neighborhood collector with bicycle facilities. It runs north to south and borders the northwestern edge of the site.

Wood Hollow Drive is a two lane residential collector street with bicycle facilities. It runs north to south and bisects the site.

Site Trip Generation Estimates

Section 25-6-114 of the Land Development Code requires that a traffic impact analysis (TIA) be conducted for a project proposed with a zoning application if the project is anticipated to generate more than 2,000 daily trips.

Based on the ITE publication Trip Generation, 9th Edition, the proposed development will generate up to 15,562 net new trips daily. As documented in the scoping agreement, reductions for internal capture and pass-by traffic were granted in the study. The following table present the estimated number of daily trips anticipated from the (re)development of the site.

Table 1 – Estimated Trip Generation for the proposed land uses (at full build out in 2024)

Land Use	Amount	Units	ITE Code	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
					In	Out	Total	In	Out	Total
Existing General Office Building	445.322	1,000 Sq Ft	710	4,086	556	76	632	98	479	577
Existing General Office Building (To Remain)	0	1,000 Sq Ft	710	0	0	0	0	0	0	0
Reduction in Existing Office Trips				4,086	556	76	632	98	479	577
Apartment	250	Dwelling Uni(s)	220	1,640	25	101	126	101	54	155
Hotel	100	Room(s)	310	818	31	22	53	31	29	60
General Office Building	672.995	1,000 Sq Ft	710	5,591	774	106	880	141	691	832
Medical-Dental Office Building	169.000	1,000 Sq Ft	720	6,895	319	85	404	131	336	467
Retail/High-Turnover (Sit-Down) Restaurant	46.700	1,000 Sq Ft	932	5,938	278	227	505	276	184	460
2024 Net New Trips				16,596	871	465	1,336	582	815	1,397
Internal Capture Trip Reduction (5%)				1,034	71	27	98	34	65	99
2024 Trips (at Site Driveways)				18,648	1,356	514	1,870	646	1,229	1,875
2024 Net New External Trips				15,622	800	438	1,238	548	750	1,298

The applicant assigned site related trip to the existing roadway network with respect to the current traffic volumes and travel patterns. The table below presents the assumed choice of access route to and from the site:

Table 2 - Expected distribution of vehicle trips

Direction	Roadway	Site Traffic
From the north	Mo-Pac/Loop 1	25%
From the south	Hart Ln.	5%
From the south	Mo-Pac/Loop 1	25%
From the east	Anderson Ln.	20%
From the west	Spicewood Springs Rd.	20%
From the west	Far West Blvd.	5%

Data Collection

For this study, traffic counts were conducted in March 2014 when public schools were in session. The data collected was adjusted to reflect an average 2% annual growth rate. To verify this adjustment, daily volumes (using 24-Hour recording machine counts) were collected in March 2016 while public schools were in session and the prior 2014 counts were compared to the 2016 daily volumes. The results of the comparison indicate that the 2014 counts used for the analysis reflected higher volumes than those from 2016 and were within an acceptable margin of error. Table 4 below provides the results of the comparison.

Table 4 – Existing and Projected Count Comparison

Roadway	24-Hour	TMC	% Difference
Executive Center Drive	176	190	8%
Far West Blvd	4,418	5,142	16%
Hart Lane	939	1,020	9%
Spicewood Springs Road	4,174	4,791	15%
Wood Hollow Drive	1,013	1,148	13%

Traffic Analysis Methodology

The applicant reviewed the traffic operations, both existing and forecast to determine potential capacity deficiencies at the study area intersections. The results of the analyses provide the output values (as derived from the traffic simulation software) used to determine the estimated delay per vehicle during the peak periods of travel. The software applies the methodology of the Transportation Research Board/Highway Capacity Manual, which is the industry standard for the calculation of delay as experienced by individual motorists while driving.

The following table presents the HCM definitions of 'levels of service' for both *signalized and* unsignalized intersections. Within the City of Austin, LOS "D" is considered the threshold for acceptable operations for signalized intersections. For intersections where the LOS is projected at "E" or lower, mitigation should be proposed.

Table 5 – Summary of Level of Service as defined by Highway Capacity Manual

Level of Service	Signalized Intersection Average Total Delay (Sec/Veh)	Unsignalized Intersection Average Total Delay (Sec/Veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

The following tables present a summary of the analysis performed within the TIA. Each table will include the intersection studied, the type of traffic control existing or proposed, the volume to capacity ration (V/C), the estimated delay in seconds for an individual vehicle, and the corresponding level of service category assigned. Staff from ATD and TxDOT reviewed these results in order to evaluate the likely consequences generated by the development in terms of traffic impact. Explanatory text will accompany certain key findings within a given table.

Table 6 shows the estimated delays for the current traffic conditions during the AM peak hour. The City of Austin assumes the morning peak hour traffic will occur between 7 and 9 AM during the regular workweek (Monday – Friday). The analysis below is used to estimate the current conditions without site related traffic.

Table 6 - 2016 AM PEAK HOUR ANALYSIS RESULTS

Required Study Area		2016 Existing Condition (AM Peak)			
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Spicewood Springs Road & Hart Lane	TWSC/ Signalized	EB	0.33	0	A
		WB	0.25	1.9	A
		NB	0.54	28.7	C
Spicewood Springs Road & Wood Hollow Drive	Signalized	EB	0.46	19	B
		WB	0.84	18.8	B
		NB	0.2	45.1	D
		SB	0.01	43.3	D
		INT		20.8	C
Spicewood Springs Road & Loop 1 SBFR	Signalized	EB	1.45	198.6	F
		WB	0.85	15.3	B
		SB	1.19	72.1	E
		INT		91.7	F
Spicewood Springs Road & Loop 1 NBFR	Signalized	EB	0.4	2.1	A
		WB	0.76	38.7	D
		NB	1.31	99.9	F
		INT		44.1	D
Executive Center Drive & Hart Lane	TWSC	WB	0.04	11.5	B
		NB	0.16	0	A
		SB	0.07	2.2	A
Executive Center Drive & Wood Hollow Drive	TWSC/ AWSC	EB	0.09	17.4	B
		WB	0.07	13	B
		NB	0.02	1.1	A
		SB	0.08	2.5	A
Executive Center Dr. & Loop 1 SBFR	TWSC	EB	0.02	9.4	A
		SB	0.66	0	A
Greystone Drive & Hart Lane	AWSC	NB	0.435	14.3	B
		EB	0.442	13.6	B
		WB	0.343	14	B
		SB	0.618	18.8	B
		INT		15.4	B

Table 6 (con't) - 2016 AM PEAK HOUR ANALYSIS RESULTS

Required Study Area			2016 Existing Condition (AM Peak)		
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Greystone Drive & Wood Hollow Drive	AWSC	NB	0.319	11.9	B
		EB	0.302	11.1	B
		WB	0.347	12.2	B
		SB	0.367	12.5	B
		INT		11.8	B
Greystone Drive & Loop 1 SBFR	TWSC	EB	0.79	56.4	E
		SB	0.62	0	A
Far West Boulevard & Hart Lane	Signalized	EB	0.65	34.7	C
		WB	0.58	37.5	D
		NB	0.8	62.9	E
		SB	0.89	65.6	E
		INT		46.5	D
Far West Boulevard & Wood Hollow Drive	Signalized	EB	0.57	30.2	C
		WB	0.49	29.4	C
		NB	0.72	68.8	E
		SB	0.67	45.6	D
		INT		37.9	D
Far West Boulevard & Loop 1 SBFR	Signalized	EB	0.57	20.2	C
		WB	0.41	2.8	A
		SB	0.89	26.8	C
		INT		20.4	C
Far West Blvd. & Loop 1 NBFR	Signalized	EB	0.42	3.3	A
		NB	0.57	41	D
		INT		17	B
Steck Avenue & Loop 1 SBFR	Signalized	EB	0.88	62	E
		WB	0.4	5.2	A
		SB	1.3	143.8	F
		INT		114.7	F
Steck Avenue & Loop 1 NBFR	Signalized	EB	0.61	4.1	A
		WB	0.73	54.8	D
		NB	2.58	610	F
		INT		203	F

Table 7 shows the estimated delays for the current traffic conditions during the PM peak hour. The City of Austin assumes the evening peak hour traffic will occur between 4 and 6 PM during the regular workweek (Monday – Friday). The analysis below is used to estimate the current conditions without site related traffic.

Table 7 - 2016 PM PEAK HOUR ANALYSIS RESULTS					
Required Study Area			2016 Existing Condition (PM Peak)		
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Spicewood Springs Road & Hart Lane	TWSC/ Signalized	EB	0.25	0	A
		WB	0.34	1	A
		NB	1.01	77.4	E
Spicewood Springs Road & Wood Hollow Drive	Signalized	EB	0.33	11.7	B
		WB	0.46	10	A
		NB	0.76	64.2	E
		SB	0.03	49.1	D
		INT		20.3	C
Spicewood Springs Road & Loop 1 SBFR	Signalized	EB	1.1	108	F
		WB	0.74	10.5	B
		SB	1.09	86.1	F
		INT		66.4	E
Spicewood Springs Road & Loop 1 NBFR	Signalized	EB	0.77	7.3	A
		WB	0.72	34.3	C
		NB	1.35	161.1	F
		INT		50.6	D
Executive Center Drive & Hart Lane	TWSC	WB	0.23	12.3	B
		NB	0.21	0	A
		SB	0.02	0.8	A
Executive Center Drive & Wood Hollow Drive	TWSC/ AWSC	EB	0.48	23.3	C
		WB	0.3	14.1	B
		NB	0.01	0.3	A
		SB	0.02	0.9	A
Executive Center Dr. & Loop 1 SBFR	TWSC	EB	0.49	23.1	C
		SB	0.48	0	A
Greystone Drive & Hart Lane	AWSC	NB	0.525	14.6	B
		EB	0.209	10.6	B
		WB	0.405	12.8	B
		SB	0.309	11.3	B
		INT		12.8	B

Table 7 (con't) - 2016 PM PEAK HOUR ANALYSIS RESULTS

Required Study Area			2016 Existing Condition (PM Peak)		
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Greystone Drive & Wood Hollow Drive	AWSC	NB	0.486	13.9	B
		EB	0.2	10.8	B
		WB	0.562	16.1	B
		SB	0.263	11.6	B
		INT		13.9	B
Greystone Drive & Loop 1 SBFR	TWSC	EB	0.63	34.7	C
		SB	0.46	0	A
Far West Boulevard & Hart Lane	Signalized	EB	0.32	18.8	B
		WB	0.32	6.3	A
		NB	0.75	60.7	E
		SB	0.73	60.5	E
		INT		26.3	C
Far West Boulevard & Wood Hollow Drive	Signalized	EB	0.45	15.7	B
		WB	0.76	30.3	C
		NB	0.82	65.2	E
		SB	0.75	65.9	E
		INT		36.6	D
Far West Boulevard & Loop 1 SBFR	Signalized	EB	0.68	18.6	B
		WB	0.25	3.7	A
		SB	1.38	151.5	F
		INT		78.7	E
Far West Blvd. & Loop 1 NBFR	Signalized	EB	0.93	32.2	C
		NB	0.29	25.4	C
		INT		30.8	C
Steck Avenue & Loop 1 SBFR	Signalized	EB	0.87	59.4	E
		WB	0.31	0.7	A
		SB	1.34	202.5	F
		INT		132.2	F
Steck Avenue & Loop 1 NBFR	Signalized	EB	0.97	15.9	B
		WB	0.91	56.9	E
		NB	2.02	458.2	F
		INT		169.8	F

Note: where the V/C ratio is greater than 1.0, the intersection is saturated and cannot process all of the vehicles which seek to enter the service area.

Summary of existing conditions

As shown in the tables above, certain intersections already exhibit LOS at “E” or below. These analyses reflect the baseline conditions to which site traffic (and proposed mitigations) will be added. Where the V/C ratio is shown greater than 1.0, staff interprets the analysis to indicate that more vehicles seek to enter the intersection than can be served.

Traffic analysis of future conditions

The TIA proposed phasing the development and determined the necessary improvements accordingly. The applicant provided the level of analysis for each phase (years 2018, 2020, 2022, and 2024), however, the following tables present the results of the analysis for the ‘no build’ conditions, the ‘build conditions without mitigation’ and the ‘build conditions with mitigation’ for only the final 2024 phase year.

Table 8 shows the estimated delays for the future traffic conditions during the AM peak hour. The City of Austin assumes the morning peak hour traffic will occur between 7 and 9 AM during the regular workweek (Monday – Friday). The analysis below is used to estimate the future conditions without site related traffic.

Table 8 - 2024 AM PEAK HOUR ANALYSIS RESULTS					
Required Study Area			2024 No Build Condition (AM Peak)		
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Spicewood Springs Road & Hart Lane	TWSC/ Signalized	EB	0.38	0	A
		WB	0.34	2.3	A
		NB	0.84	53.7	D
		INT			
Spicewood Springs Road & Wood Hollow Drive	Signalized	EB	0.57	22.4	C
		WB	1	28	C
		NB	0.23	45.4	D
		SB	0.01	43.3	D
		INT		26.7	C
Spicewood Springs Road & Loop 1 SBFR	Signalized	EB	1.78	284.1	F
		WB	0.99	19	B
		SB	1.4	147.4	F
		INT		150.2	F
Spicewood Springs Road & Loop 1 NBFR	Signalized	EB	0.46	2.4	A
		WB	0.89	45.4	D
		NB	1.53	157.6	F
		INT		63.3	E
Executive Center Drive & Hart Lane	TWSC	WB	0.05	12.5	B
		NB	0.18	0	A
		SB	0.08	2.4	A

Table 8 (con't) - 2024 AM PEAK HOUR ANALYSIS RESULTS

Required Study Area		2024 No Build Condition (AM Peak)			
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Executive Center Drive & Wood Hollow Drive	TWSC/ Signalized	EB	0.13	21.2	C
		WB	0.09	14.9	B
		NB	0.03	1.1	A
		SB	0.1	2.7	A
		INT			
Executive Center Dr. & Loop 1 SBFR	TWSC	EB	0.04	11	B
		SB	0.77	0	A
Greystone Drive & Hart Lane	AWSC	NB	0.571	19.8	B
		EB	0.575	17.8	B
		WB	0.451	17.5	B
		SB	0.806	32.3	C
		INT		22.7	C
Greystone Drive & Wood Hollow Drive	AWSC	NB	0.403	13.9	B
		EB	0.382	12.9	B
		WB	0.438	14.5	B
		SB	0.464	15.1	B
		INT		14	B
Greystone Drive & Loop 1 SBFR	TWSC	EB	1.19	172.1	F
		SB	0.72	0	A
Far West Boulevard & Hart Lane	Signalized	EB	0.82	43.3	D
		WB	0.82	53.5	D
		NB	0.86	67.8	E
		SB	0.96	75.1	E
		INT		56.7	E
Far West Boulevard & Wood Hollow Drive	Signalized	EB	0.73	41.4	D
		WB	0.72	35.6	D
		NB	1.04	115	F
		SB	0.71	43.9	D
		INT		50.7	D
Far West Boulevard & Loop 1 SBFR	Signalized	EB	0.67	19.6	B
		WB	0.48	1.9	A
		SB	1.16	69	E
		INT		39.5	D

Table 8 (con't) - 2024 AM PEAK HOUR ANALYSIS RESULTS					
Required Study Area			2024 No Build Condition (AM Peak)		
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Far West Blvd. & Loop 1 NBFR	Signalized	EB	0.47	3.1	A
		NB	0.7	47.6	D
		INT		19.3	B
Steck Avenue & Loop 1 SBFR	Signalized	EB	1.03	88	F
		WB	0.47	5.9	A
		SB	1.52	233.9	F
		INT		184.3	F
Steck Avenue & Loop 1 NBFR	Signalized	EB	0.72	4.9	A
		WB	0.85	62.8	E
		NB	3.04	766.6	F
		INT		253.9	F

Table 9 shows the estimated delays for the future 2024 traffic conditions during the PM peak hour, assumed to occur between 4 and 6 PM during the regular workweek (Monday – Friday). The analysis below is used to estimate the future conditions without site related traffic.

Table 9 - 2024 PM PEAK HOUR ANALYSIS RESULTS					
Required Study Area			2024 No Build Condition (PM Peak)		
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Spicewood Springs Road & Hart Lane	TWSC/ Signalized	EB	0.3	0	A
		WB	0.4	1.1	A
		NB	1.75	381.1	F
		INT			
Spicewood Springs Road & Wood Hollow Drive	Signalized	EB	0.39	12.6	B
		WB	0.54	11.2	B
		NB	0.89	73.6	E
		SB	0.03	49.1	D
		INT		22.7	C
Spicewood Springs Road & Loop 1 SBFR	Signalized	EB	1.29	162.4	F
		WB	0.87	12.1	B
		SB	1.28	125.3	F
		INT		97.2	F
Spicewood Springs Road & Loop 1 NBFR	Signalized	EB	0.9	8.7	A
		WB	0.84	39.2	D
		NB	1.66	233	F
		INT		68.5	E

Table 9 (con't) - 2024 PM PEAK HOUR ANALYSIS RESULTS

Required Study Area		2024 No Build Condition (PM Peak)			
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Executive Center Drive & Hart Lane	TWSC	WB	0.3	13.8	B
		NB	0.25	0	A
		SB	0.02	0.9	A
Executive Center Drive & Wood Hollow Drive	TWSC/ Signalized	EB	0.69	39.2	D
		WB	0.4	16.8	B
		NB	0.01	0.3	A
		SB	0.02	0.9	A
		INT			
Executive Center Dr. & Loop 1 SBFR	TWSC	EB	0.69	37.8	D
		SB	0.56	0	A
Greystone Drive & Hart Lane	AWSC	NB	0.667	20.5	C
		EB	0.267	12	B
		WB	0.516	15.8	B
		SB	0.399	13.5	B
		INT		16.4	B
Greystone Drive & Wood Hollow Drive	AWSC	NB	0.616	18.3	B
		EB	0.258	12.1	B
		WB	0.71	23.1	C
		SB	0.339	13.4	B
		INT		18.3	B
Greystone Drive & Loop 1 SBFR	TWSC	EB	0.92	81.6	F
		SB	0.54	0	A
Far West Boulevard & Hart Lane	Signalized	EB	0.39	21.7	C
		WB	0.42	7.6	A
		NB	0.78	61.4	E
		SB	0.78	62.3	E
		INT		28.1	C
Far West Boulevard & Wood Hollow Drive	Signalized	EB	0.55	17.4	B
		WB	1.12	47.7	D
		NB	0.92	80.9	F
		SB	0.81	69.2	E
		INT		47.1	D

Table 9 (con't) - 2024 PM PEAK HOUR ANALYSIS RESULTS					
Required Study Area			2024 No Build Condition (PM Peak)		
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Far West Boulevard & Loop 1 SBFR	Signalized	EB	0.83	23.2	C
		WB	0.29	3.8	A
		SB	1.86	277.7	F
		INT		139.4	F
Far West Blvd. & Loop 1 NBFR	Signalized	EB	1.09	70.8	E
		NB	0.35	26	C
		INT		61.7	E
Steck Avenue & Loop 1 SBFR	Signalized	EB	1.02	84.9	F
		WB	0.36	0.7	A
		SB	1.57	303.2	F
		INT		196.9	F
Steck Avenue & Loop 1 NBFR	Signalized	EB	1.14	46.5	D
		WB	1.12	86.7	F
		NB	2.36	594.3	F
		INT		234	F

Summary of future 2024 'no build' conditions

As shown in the tables above, certain intersections are project to operate at LOS at "E" or below, independent of the proposed development. These analyses reflect the baseline conditions to which site traffic (and proposed mitigations) will be added. Where the V/C ratio is shown greater than 1.0, staff interprets the analysis to indicate that more vehicles seek to enter the intersection than can be served.

Presentation of future 2024 "build without mitigation" conditions

Table 10 shows the estimated delays for the future traffic conditions during the AM peak hour with the site developed and no mitigations provided. The City of Austin assumes the morning peak hour traffic will occur between 7 and 9 AM during the regular workweek (Monday – Friday). The following analysis is used to estimate the future conditions without any mitigation provided to accommodate site traffic.

Table 10 - 2024 AM PEAK HOUR ANALYSIS RESULTS

Required Study Area		2024 Build w/o mitigation (AM Peak)			
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Spicewood Springs Road & Hart Lane	TWSC/ Signalized	EB	0.75	25.4	C
		WB	0.49	10.6	B
		NB	0.52	25.5	C
		INT		19.8	B
Spicewood Springs Road & Wood Hollow Drive	Signalized	EB	0.83	37.4	D
		WB	1	31.4	C
		NB	0.34	26.5	C
		SB	0.01	38.5	D
		INT		33.6	C
Spicewood Springs Road & Loop 1 SBFR	Signalized	EB	1.2	91.2	F
		WB	1.17	52.4	D
		SB	1.44	125.1	F
		INT		94.1	F
Spicewood Springs Road & Loop 1 NBFR	Signalized	EB	0.52	2.5	A
		WB	1.03	68.7	E
		NB	1.73	236.4	F
		INT		96.3	F
Executive Center Drive & Hart Lane	TWSC	WB	0.3	16.7	B
		NB	0.2	0	A
		SB	0.22	5.1	A
Executive Center Drive & Wood Hollow Drive	TWSC/ Signalized	EB	0.348	15.3	B
		WB	0.305	14.5	B
		NB	0.675	24.9	C
		SB	1.074	53.3	D
		INT		33.8	C
Executive Center Dr. & Loop 1 SBFR	TWSC	EB	free	free	free
		SB	free	free	free
Greystone Drive & Hart Lane	AWSC	NB	0.698	26.6	C
		EB	0.61	19.7	B
		WB	0.504	20	B
		SB	0.885	44.9	D
		INT		29	C
Greystone Drive & Wood Hollow Drive	AWSC	NB	0.848	41.1	D
		EB	0.527	18.9	B
		WB	0.54	18.9	B
		SB	4.9	0.675	C
		INT			C

Table 10 (con't) - 2024 AM PEAK HOUR ANALYSIS RESULTS					
Required Study Area			2024 Build w/o mitigation Condition (AM Peak)		
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Greystone Drive & Loop 1 SBFR	TWSC	EB	1.42	254.9	F
		SB	0.63	0	A
Far West Boulevard & Hart Lane	Signalized	EB	0.67	29.6	C
		WB	0.74	43.1	D
		NB	0.74	51.4	D
		SB	0.85	54.9	D
		INT		42	D
Far West Boulevard & Wood Hollow Drive	Signalized	EB	0.54	33.1	C
		WB	0.61	56.7	E
		NB	0.96	88.2	F
		SB	0.72	44.5	D
		INT		49.4	D
Far West Boulevard & Loop 1 SBFR	Signalized	EB	0.68	22.4	C
		WB	0.57	5.7	A
		SB	0.63	13.6	B
		INT		15.3	B
Far West Blvd. & Loop 1 NBFR	Signalized	EB	0.56	5.5	A
		NB	0.71	43.7	D
		INT		20.1	C
Steck Avenue & Loop 1 SBFR	Signalized	EB	1.03	88	F
		WB	0.47	6	A
		SB	1.57	250.7	F
		INT		197.4	F
Steck Avenue & Loop 1 NBFR	Signalized	EB	0.72	4.9	A
		WB	0.85	62.8	E
		NB	3.04	765	F
		INT		253.4	F

Table 11 shows the estimated delays for the future 2024 traffic conditions during the PM peak hour, assumed to occur between 4 and 6 PM during the regular workweek (Monday – Friday). The analysis below is used to estimate the future conditions without any mitigation performed to serve site related traffic.

Table 11 - 2024 PM PEAK HOUR ANALYSIS RESULTS

Required Study Area			2024 Build w/o mitigation (PM Peak)		
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Spicewood Springs Road & Hart Lane	TWSC/ Signalized	EB	0.61	28.1	C
		WB	0.5	11.9	B
		NB	0.77	35.9	D
		INT		22.1	C
Spicewood Springs Road & Wood Hollow Drive	Signalized	EB	0.6	17.7	B
		WB	0.8	25.8	C
		NB	0.74	42.9	D
		SB	0.02	35	C
		INT		26.3	C
Spicewood Springs Road & Loop 1 SBFR	Signalized	EB	1.48	219.5	F
		WB	0.97	14.7	B
		SB	1.28	105.2	F
		INT		111.2	F
Spicewood Springs Road & Loop 1 NBFR	Signalized	EB	1.03	14.9	B
		WB	0.92	44.5	D
		NB	1.86	309.2	F
		INT		91.4	F
Executive Center Drive & Hart Lane	TWSC	WB	0.74	29.9	C
		NB	0.26	0	A
		SB	0.13	4	A
Executive Center Drive & Wood Hollow Drive	TWSC/ Signalized	EB	0.825	42.9	D
		WB	0.878	42.6	D
		NB	0.925	62.2	E
		SB	0.926	52.5	D
		INT			
Executive Center Dr. & Loop 1 SBFR	TWSC	EB	free	free	free
		SB	free	free	free
Greystone Drive & Hart Lane	AWSC	NB	0.735	25	C
		EB	0.279	12.5	B
		WB	0.569	17.7	B
		SB	0.458	15	B
		INT		18.9	B

Table 11 (con't) - 2024 PM PEAK HOUR ANALYSIS RESULTS

Required Study Area			2024 Build w/o mitigation (PM Peak)		
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Greystone Drive & Wood Hollow Drive	AWSC	NB	0.934	47.7	D
		EB	0.339	15.5	B
		WB	0.835	33.2	C
		SB	3.3	0.554	B
		INT			C
Greystone Drive & Loop 1 SBFR	TWSC	EB	1.17	143.4	F
		SB	0.5	0	A
Far West Boulevard & Hart Lane	Signalized	EB	0.36	17.5	B
		WB	0.42	31.5	C
		NB	0.73	54.5	D
		SB	0.74	54	D
		INT		34.5	C
Far West Boulevard & Wood Hollow Drive	Signalized	EB	0.47	35.6	D
		WB	0.79	45.7	D
		NB	0.82	51.2	D
		SB	0.83	69.2	E
		INT		46.3	D
Far West Boulevard & Loop 1 SBFR	Signalized	EB	0.9	29.5	C
		WB	0.33	3.3	A
		SB	1.32	78.6	E
		INT		49.5	D
Far West Blvd. & Loop 1 NBFR	Signalized	EB	1.2	117	F
		NB	0.4	26.8	C
		INT		97.9	F
Steck Avenue & Loop 1 SBFR	Signalized	EB	1.02	84.9	F
		WB	0.36	0.7	A
		SB	1.61	321.6	F
		INT		209.4	F
Steck Avenue & Loop 1 NBFR	Signalized	EB	1.14	46.5	D
		WB	1.12	86.7	F
		NB	2.36	594.3	F
		INT		234	F

Summary of future 2024 'build without mitigation' conditions

As shown in Tables 10 and 11, should the development be permitted without mitigation, several intersections will not operate satisfactorily. As was shown in the 2024 'no build' condition, current conditions continue to degrade and secondary consequences result. These analyses help to identify which intersections require mitigation as a part of development, and which may be deferred.

Presentation of future 2024 'build with mitigation' conditions

Table 12 shows the estimated delays for the future traffic conditions during the AM peak hour with the site developed and mitigations provided. The analysis below is used to estimate the future conditions with the improvements proposed to mitigate the impact of site related traffic.

Table 12 - 2024 AM PEAK HOUR ANALYSIS RESULTS					
Required Study Area			2024 Build and Mitigated Condition (AM Peak)		
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Spicewood Springs Road & Hart Lane	TWSC/ Signalized	EB	0.75	25.4	C
		WB	0.49	10.6	B
		NB	0.52	25.5	C
		INT		19.8	B
Spicewood Springs Road & Wood Hollow Drive	Signalized	EB	0.83	37.4	D
		WB	1	31.4	C
		NB	0.34	26.5	C
		SB	0.01	38.5	D
		INT		33.6	C
Spicewood Springs Road & Loop 1 SBFR	Signalized	EB	1.2	91.2	F
		WB	1.17	52.4	D
		SB	1.44	125.1	F
		INT		94.1	F
Spicewood Springs Road & Loop 1 NBFR	Signalized	EB	0.52	2.5	A
		WB	1.03	68.7	E
		NB	1.73	236.4	F
		INT		96.3	F
Executive Center Drive & Hart Lane	TWSC	WB	0.15	14.7	B
		NB	0.2	0	A
		SB	0.22	3.6	A
Executive Center Drive & Wood Hollow Drive	TWSC/ Signalized	EB	0.24	21.7	C
		WB	0.22	21.2	C
		NB	0.77	31.9	C
		SB	0.92	38.2	D
		INT		31.7	C

Table 12 (con't) - 2024 AM PEAK HOUR ANALYSIS RESULTS

Required Study Area			2024 Build and Mitigated Condition (AM Peak)		
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Executive Center Dr. & Loop 1 SBFR	TWSC	EB	-	-	-
		SB	-	-	-
Greystone Drive & Hart Lane	AWSC	NB	0.719	28.6	C
		EB	0.592	18.5	B
		WB	0.488	18.9	B
		SB	0.483	17.3	B
		INT		20.5	C
Greystone Drive & Wood Hollow Drive	AWSC	NB	0.475	17.6	B
		EB	0.503	17.6	B
		WB	0.518	17.6	B
		SB	0.65	22	C
		INT		18.7	B
Greystone Drive & Loop 1 SBFR	TWSC	EB	1.42	254.9	F
		SB	0.63	0	A
Far West Boulevard & Hart Lane	Signalized	EB	0.67	29.6	C
		WB	0.74	32.4	C
		NB	0.74	51.4	D
		SB	0.85	54.9	D
		INT		39.3	D
Far West Boulevard & Wood Hollow Drive	Signalized	EB	0.52	29.6	C
		WB	0.47	42.9	D
		NB	0.83	64.8	E
		SB	0.85	54.7	D
		INT		42.3	D
Far West Boulevard & Loop 1 SBFR	Signalized	EB	0.68	22.2	C
		WB	0.57	5.7	A
		SB	0.63	13.6	B
		INT		15.3	B
Far West Blvd. & Loop 1 NBFR	Signalized	EB	0.56	5.5	A
		NB	0.71	43.7	D
		INT		20	B

Table 12 (con't) - 2024 AM PEAK HOUR ANALYSIS RESULTS					
Required Study Area			2024 Build and Mitigated Condition (AM Peak)		
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Steck Avenue & Loop 1 SBFR	Signalized	EB	1.03	88	F
		WB	0.47	6	A
		SB	1.57	250.7	F
		INT		197.4	F
Steck Avenue & Loop 1 NBFR	Signalized	EB	0.72	4.9	A
		WB	0.85	62.8	E
		NB	3.04	765	F
		INT		253.4	F

Table 13 shows the estimated delays for the future 2024 traffic conditions during the PM peak hour, assumed to occur between 4 and 6 PM during the regular workweek (Monday – Friday). The analysis below is used to estimate the future conditions with the mitigation measures to accommodate site related traffic.

Table 13 - 2024 PM PEAK HOUR ANALYSIS RESULTS					
Required Study Area			2024 Build and Mitigated Condition (PM Peak)		
Intersection	Traffic Control	Approach	V/C	Delay	LOS
Spicewood Springs Road & Hart Lane	TWSC/ Signalized	EB	0.61	28.1	C
		WB	0.5	11.9	B
		NB	0.77	35.9	D
		INT		22.1	C
Spicewood Springs Road & Wood Hollow Drive	Signalized	EB	0.64	18.8	B
		WB	0.86	31.5	C
		NB	0.67	34.4	C
		SB	0.02	31.6	C
		INT		27.3	C
Spicewood Springs Road & Loop 1 SBFR	Signalized	EB	1.48	220.5	F
		WB	0.97	14.7	B
		SB	1.28	105.2	F
		INT		111.5	F
Spicewood Springs Road & Loop 1 NBFR	Signalized	EB	1.03	14.8	B
		WB	0.92	44.5	D
		NB	1.86	309.2	F
		INT		91.4	F

Table 13 (con't) - 2024 PM PEAK HOUR ANALYSIS RESULTS

Required Study Area		2024 Build and Mitigated Condition (PM Peak)			
Executive Center Drive & Hart Lane	TWSC	WB	0.5	17.6	B
		NB	0.26	0	A
		SB	0.16	3.1	A
Executive Center Drive & Wood Hollow Drive	TWSC/ Signalized	EB	0.49	20.7	C
		WB	0.44	20	B
		NB	0.81	33.4	C
		SB	0.81	49.1	D
		INT		30.4	C
Executive Center Dr. & Loop 1 SBFR	TWSC	EB	free	free	free
		SB	free	free	free
Greystone Drive & Hart Lane	AWSC	NB	0.808	33.5	C
		EB	0.284	12.8	B
		WB	0.579	18.4	B
		SB	0.297	12.5	B
		INT		21.7	C
Greystone Drive & Wood Hollow Drive	AWSC	NB	0.596	20.9	C
		EB	0.329	14.9	B
		WB	0.814	30.7	C
		SB	0.574	19.2	B
		INT		22.9	C
Greystone Drive & Loop 1 SBFR	TWSC	EB	1.17	143.4	F
		SB	0.5	0	A
Far West Boulevard & Hart Lane	Signalized	EB	0.36	17.5	B
		WB	0.42	31.5	C
		NB	0.73	54.5	D
		SB	0.74	54	D
		INT		34.5	C
Far West Boulevard & Wood Hollow Drive	Signalized	EB	0.47	35.6	D
		WB	0.79	45.7	D
		NB	0.82	51.2	D
		SB	0.83	69.2	E
		INT		46.3	D

Table 13 (con't) - 2024 PM PEAK HOUR ANALYSIS RESULTS					
Required Study Area		2024 Build and Mitigated Condition (PM Peak)			
Far West Boulevard & Loop 1 SBFR	Signalized	EB	0.9	29.5	C
		WB	0.33	3.3	A
		SB	0.71	78.6	E
		INT		49.5	D
Far West Blvd. & Loop 1 NBFR	Signalized	EB	1.2	117	F
		NB	0.4	26.8	C
		INT		97.9	F
Steck Avenue & Loop 1 SBFR	Signalized	EB	1.02	84.9	F
		WB	0.36	0.7	A
		SB	1.61	321.6	F
		INT		209.4	F
Steck Avenue & Loop 1 NBFR	Signalized	EB	1.14	46.5	D
		WB	1.12	86.7	F
		NB	2.36	594.3	F
		INT		234	F

Summary of future 2024 'build with mitigation' conditions evaluation

As shown in Tables 12 and 13, the development proposes to address its site related traffic impact with improvements to the intersections along Spicewood Springs Road and the southbound frontage road of Mo-Pac Expressway. The interchanges of Far West Boulevard and Spicewood Springs/Anderson Lane with Mo-Pac have limited options, due to right-of-way limitations and the needs of larger regional traffic operations (apart from the site related traffic). As such, staff review of the TIA indicates that site related traffic will be adequately mitigated by the proposed improvements. The exception to these findings is the identified degradation of traffic operations along the Mo-Pac frontage roads in the vicinity of the site.

Discussion of results of TIA analysis

As illustrated in the above findings, existing capacity concerns are identified along the Loop 1 corridor. The impacts of these regional issues were observed at intersections in the study area in the Existing (2016) analysis. Although major improvements are necessary at intersections along Loop 1, these would need to be undertaken as regional improvements to achieve an acceptable LOS. The findings reflect a level of investment and analysis greater than can be offered by site development review. The applicant has requested the City consult with TxDOT to identify how best to determine the long range improvements required.

2024 Build Analysis Results – detailed intersection elements

- **Executive Center Drive & Hart Lane.** Vehicles making the 'westbound' left-turn movement from Executive Center Drive have difficulty finding gaps onto Hart Lane. Because the westbound approach is a single lane, the delay at the westbound left-turn movement is also experienced by vehicles waiting to turn right onto Hart Lane.

- Executive Center Drive & Wood Hollow Drive. The northbound approach of Wood Hollow Drive at Executive Center Drive experience an unacceptable LOS due to the high volume expected at this approach.
- Greystone Drive & Hart Lane. The southbound approach of Hart Lane at Greystone Drive experiences an unacceptable LOS due to the high volume at this approach and the capacity limitations of an all-way stop-controlled (AWSC) intersection.
- Greystone Drive & Wood Hollow Drive. The northbound approach of Wood Hollow Drive at Greystone Drive experiences an unacceptable LOS due to the high volume at this approach and the capacity limitations of an AWSC intersection.
- Spicewood Springs Road & Loop 1. Similar to existing conditions the intersection of Spicewood Springs Road and Loop 1 continues to operate at an unacceptable LOS.
- Greystone Drive & Loop 1. Similar to existing conditions the eastbound approach of Greystone Drive at Loop 1 SBFR continues to operate at an unacceptable LOS.
- Far West Boulevard & Loop 1. Similar to existing conditions the intersection of Far West Boulevard and Loop 1 continues to operate at an unacceptable LOS.
- Steck Avenue & Loop 1. Similar to existing conditions the intersection of Steck Avenue and Loop 1 continues to operate at an unacceptable LOS.

Traffic Signal Warrant Analysis

As part of the analysis of 2024 Build conditions, a traffic signal warrant analysis was performed at the intersection of Executive Center Drive and Wood Hollow Drive. The number of vehicles at the eastbound approach of Executive Center Drive throughout the day is consistently above the minor street volume threshold for warranting a signal. A traffic signal is warranted based on the 2024 projected traffic volumes at the intersection.

Transportation System Improvements

The TIA identified a series of improvements to the surrounding public infrastructure which would serve to mitigate the calculated impact to traffic resulting from this development. The following is a summation of the proposed improvements, organized by Phase:

Developer proposed Phase 1 (2018) improvements:

- Spicewood Springs Road & Hart Lane. Consider installing a fully actuated traffic signal at the intersection of Spicewood Springs Road and Hart Lane. Install an advance warning flasher west of the intersection synchronized with the traffic signal and widen the northbound approach of Hart Lane to include dual left-turns.
- Hart Lane between Executive Center Drive and Spicewood Springs Road. Widen Hart Lane between Executive Center Drive and Spicewood Springs Road to accommodate a three-lane northbound approach at the intersection of Hart Lane at Spicewood Springs Road. Restripe the northbound approach of Hart Lane to include dual-left-turn lanes and an exclusive right-turn lane (three 10' approach lanes); a single northbound receiving lane (14') and southbound bike lane (5') will remain.

- *Spicewood Springs Road & Wood Hollow Drive.* Extend the westbound left-turn bay of Spicewood Springs Road to Wood Hollow Drive to provide adequate storage for vehicles making a left-turn movement and prevent spill-back into the adjacent lane. 15% of the inbound trips generated by the Austin Oaks development were assigned to the westbound left-turn movement of Spicewood Springs Road to Wood Hollow Drive. The proposed left-turn bay extension will mitigate the impact of site traffic at this movement.
- *Spicewood Springs Road & Wood Hollow Drive.* Provide a right-turn overlap operation at the northbound right-turn movement of Wood Hollow Drive to Spicewood Springs Road. This will allow the northbound right-turn phase and the westbound left-turn phase to operate simultaneously and decrease delay at the northbound approach of Wood Hollow Drive. 15% of the outbound trips generated by the Austin Oaks development were assigned to the right-turn movement of Wood Hollow Drive to Spicewood Springs Road. The proposed right-turn overlap operation will mitigate the impact of site traffic at this movement.
- *Wood Hollow Drive between Executive Center Drive and Spicewood Springs Road.* Concurrently with the right-turn overlap improvement at the northbound right-turn movement of Wood Hollow Drive to Spicewood Springs Road, restripe Wood Hollow Drive between Executive Center Drive and Spicewood Springs Road to allow two northbound lanes, one southbound lane, and bike lanes on both sides of the roadway. Restricting parking and extending the northbound right-turn lane will maximize the operations at the northbound approach of Wood Hollow Drive at Spicewood Springs Road.
- *Spicewood Springs Road & Loop 1 southbound frontage road.* Provide a free, channelized operation at the southbound right-turn movement from Loop 1 SBFR to Spicewood Springs Road (westbound). On Spicewood Springs the existing pavement can accommodate a free movement; however, there are design constraints due to the existing bike lane. Where feasible, an eight foot wide (8') sidewalk will be provided along Mo-Pac Southbound Frontage Road. Any improvements at Mo-Pac Frontage Road are subject to TxDOT approval.
- *Spicewood Springs Road & Loop 1 southbound frontage road.* Provide striping and vertical panels (or other barrier) at the southbound receiving lanes of Loop 1 southbound frontage road to facilitate a free eastbound right-turn movement from Spicewood Springs Road to Loop 1 southbound frontage road. This movement is currently channelized and a merge with Loop 1 southbound frontage road can be accomplished with existing pavement. Twelve foot (12') wide receiving lanes should be maintained along Mo-Pac southbound frontage road. Where feasible, an eight foot wide (8') sidewalk will be provided along Mo-Pac southbound frontage road. Any improvements at Mo-Pac Frontage Road are subject to TxDOT approval.
- *Executive Center Drive & Wood Hollow Drive.* Implement stop-control at the northbound and southbound approaches of Wood Hollow Drive. Restripe the northbound approach of Wood Hollow Drive at Executive Center Drive to include a shared thru-left and a shared thru-right. The shared thru-right lanes will also be marked as shared bike lanes. This will require the north-leg of the intersection to be restriped to provide two receiving lanes. Restripe the southbound approach of Wood Hollow Drive at Executive Center Drive to include an exclusive right-turn lane and a shared thru-left. The proposed cross sections can be accomplished using existing pavement.
- *Executive Center Drive & Loop 1 southbound frontage road.* Construct a southbound right-turn deceleration lane on Loop 1 SBFR (upstream of Executive Center Drive). Additionally, install vertical panels (or other physical barrier) along Loop 1 Southbound Off-Ramp to prevent access to Executive Center Drive from southbound Loop 1 Southbound Off-Ramp and reduce

weaving in this section of the frontage road. Where feasible, an eight foot wide (8') sidewalk will be provided along Mo-Pac Southbound Frontage Road. Any improvements at Mo-Pac Frontage Road are subject to TxDOT approval.

- *Executive Center Drive at Loop 1 southbound frontage road.* Construct a southbound acceleration lane on Loop 1 southbound frontage road, downstream of Executive Center Drive to provide a free operation at the eastbound right-turn movement of Executive Center Drive. Where feasible, an eight foot wide (8') sidewalk will be provided along Mo-Pac Southbound Frontage Road. Any improvements at Mo-Pac Frontage Road are subject to TxDOT approval.
- *Greystone Drive & Loop 1 southbound frontage road.* Construct a southbound right-turn deceleration lane on Loop 1 southbound frontage road (upstream of Greystone Drive). The proposed southbound right-turn deceleration lane will mitigate the impact of site traffic at eastbound approach by removing vehicles turning right from the southbound thru lane. Where feasible, an eight foot wide (8') sidewalk will be provided along Mo-Pac Southbound Frontage Road. Any improvements at Mo-Pac Frontage Road are subject to TxDOT approval.
- *Far West Boulevard & Hart Lane.* Widen the northbound approach of Hart Lane to a five-lane cross-section at the intersection of Far West Boulevard. The northbound approach should include an exclusive left-turn lane, exclusive thru lane, and exclusive right-turn lane; two southbound receiving lanes will remain. Concurrent with the widening, a five foot (5') wide sidewalk should be reconstructed adjacent to the northbound approach of Hart Lane. Restripe the southbound approach of Hart Lane to include an exclusive left-turn lane, exclusive thru lane, and shared thru-right lane; a single northbound receiving lane will remain.
- *Far West Boulevard & Wood Hollow Drive.* Provide a right-turn overlap operation at the northbound right-turn movement from Wood Hollow Drive to Far West Boulevard. Restripe the northbound approach to extend the existing right-turn lane.
- *Far West Boulevard & Loop 1 southbound frontage road.* Provide a free, channelized operation at the southbound right-turn movement from Loop 1 southbound frontage road to Far West Boulevard (westbound). The existing lane configurations can accommodate a free operation because there are three westbound receiving lanes. The right-turn-only lane along Far West Boulevard is recommended to be restriped as a shared thru-right lane between Loop 1 and the first driveway (approximately 400'). Where feasible, an eight foot wide (8') sidewalk will be provided along Mo-Pac southbound frontage road. Any improvements along Mo-Pac are subject to TxDOT approval.

Developer proposed Phase 2 (2020) improvement:

- *Far West Boulevard & Wood Hollow Drive* Adjust signal timing at the intersection of Far West Boulevard and Wood Hollow Drive.

Developer proposed Phase 3 (2022) improvements:

- *Executive Center Drive & Wood Hollow Drive.* Restripe the eastbound approach of Executive Center Drive at Wood Hollow Drive to include a shared thru-left and a shared thru-right. The shared thru-right lanes will also be marked as shared bike lanes. This will require the east leg of the intersection to be restriped to provide two receiving lanes. Restripe the westbound approach of Executive Center Drive at Wood Hollow Drive to include an exclusive right-turn lane and a shared thru-left.
- *Far West Boulevard & Wood Hollow Drive.* Restripe the eastbound approach of Far West Boulevard at Wood Hollow Drive. The outside lane of the eastbound approach is currently striped as an exclusive right-turn lane and there are three eastbound receiving lanes. To prevent weaving downstream of Wood Hollow Drive the City should consider restriping the outside lane of Far West Boulevard as a shared thru-right until Loop 1 SBFR.

Developer proposed Phase 4 (2024) improvements:

- *Executive Center Drive & Hart Lane.* Restripe the westbound approach of Executive Center Drive at Hart Lane to include two lanes: exclusive left-turn lane and exclusive right-turn lane. This improvement will allow the left-turn and right-turn movements to operate independently and improve the LOS of this approach.
- *Hart Lane between Executive Center Drive and Spicewood Springs Road.* Restripe Hart Lane between Executive Center Drive and Spicewood Springs Road to provide a southbound left-turn bay from Hart Lane to Executive Center Drive. The storage provided in this bay will be minimal as space must be preserved to accommodate the dual left-turn lanes at the northbound approach from Hart Lane to Spicewood Springs Road.
- *Executive Center Drive & Wood Hollow Drive.* Consider installing a fully actuated traffic signal at the intersection of Executive Center Drive and Wood Hollow Drive. The City should consider split phase operation for northbound and southbound approaches. The recommended all-way stop should remain and be monitored until the signal is necessary.
- *Greystone Drive & Hart Lane.* Restripe the southbound approach of Hart Lane at Greystone Drive to include two thru lanes. This will require the south-leg of the intersection to be restriped to provide two receiving lanes. A cross-section which will accommodate three travel lanes and two bike lanes can be accomplished using existing pavement.
- *Greystone Drive & Wood Hollow Drive.* Restripe the northbound approach of Wood Hollow Drive at Greystone Drive to include two thru lanes. This will require the north-leg of the intersection to be restriped to provide two receiving lanes. A cross-section which will accommodate three travel lanes and two bike lanes can be accomplished using existing pavement.
- *Far West Boulevard & Wood Hollow Drive.* Adjust signal timing at the intersection of Far West Boulevard and Wood Hollow Drive.

As a part of the TIA, the applicant provided probable cost estimates to perform the identified improvements. These cost estimates were used to determine percentage cost participation ('pro-rata') from the developer. The following tables present the description, probable cost, percentage of site related traffic assigned to the location, along with the developer's estimate of the fiscal contribution (according to overall traffic volumes).

Phase 1 - 2018 improvements				
Location	Improvement Description	Probable Cost (\$)	Site Traffic (%)	Pro-Rata Cost Share (\$)
1. Spicewood Springs Road & Hart Lane (2018)	Install a fully actuated traffic signal.	\$420,000	11.0%	\$46,200
2. Spicewood Springs Road & Hart Lane (2018)	Widen Hart Lane.	\$150,000	11.0%	\$16,500
3. Spicewood Springs Road & Wood Hollow Drive (2018)	Extend westbound left-turn bay.	\$50,000	42.5%	\$21,250
4. Spicewood Springs Road & Wood Hollow Drive (2018)	Provide a right-turn overlap operation.	\$10,000	29.3%	\$2,930
5. Executive Center Drive & Wood Hollow Drive (2018)	Restripe Wood Hollow Drive.	\$20,000	40.1%	\$8,020
6. Spicewood Springs Road & Loop 1 SBFR (2018)	Create channelized turn from Mo-Pac to Spicewood Springs	\$175,000	7.3%	\$12,780
7. Spicewood Springs Road & Loop 1 SBFR (2018)	Provide channelized turn from Spicewood Springs Road to Mo-Pac SBFR	\$35,000	7.3%	\$2,560
8. Executive Center Drive & Wood Hollow Drive (2018)	Install multi-way stop signs	\$10,000	52.6%	\$5,260
9. Executive Center Drive & Loop 1 SBFR (2018)	Construct right turn deceleration lane	\$160,000	77.5%	\$124,000
10. Executive Center Drive & Loop 1 SBFR (2018)	Construct acceleration lane.	\$130,000	85.6%	\$111,280
11. Greystone Drive & Loop 1 SBFR (2018)	Construct right turn deceleration.	\$160,000	39.5%	\$63,200

Phase 1 - 2018 improvements (con't)				
Location	Improvement Description	Probable Cost (\$)	Site Traffic (%)	Pro-Rata Cost Share (\$)
12. Far West Blvd & Hart Lane (2018)	Widen northbound approach and restripe southbound approach Hart Lane	\$110,000	8.6%	\$9,460
13. Far West Blvd & Wood Hollow Drive (2018)	Provide a right-turn overlap operation	\$20,000	5.8%	\$1,160
14. Far West Blvd & Loop 1 SBFR (2018)	Provide channelized turn from Loop 1 SBFR to Far West Boulevard	\$175,000	7.5%	\$13,130
Phase I Improvements Subtotal		\$1,625,000	-	\$437,730

Phase 2 - 2020 improvement				
Improvement (Year)	Description	Probable Cost (\$)	Site Traffic (%)	Pro-Rata Share (\$)
1. Far West Boulevard & Wood Hollow Drive (2020)	Adjust signal.	\$10,000	5.6%	\$560

Phase 3 - 2022 improvements				
1. Executive Center Drive & Wood Hollow Drive (2022)	Widen Executive Center Drive to a four-lane cross-section	\$20,000	52.6%	\$10,520
2. Far West Boulevard & Wood Hollow Drive (2022)	Restripe the eastbound approach	\$10,000	3.0%	\$300

Phase 4 - 2024 improvements				
1. Executive Center Drive & Hart Lane (2024)	Restripe westbound approach of Executive Center Drive and Hart Lane	\$20,000	79.1%	\$15,820
2. Executive Center Drive & Hart Lane (2024)	Restripe Hart Lane	\$20,000	79.1%	\$15,820
3a. Executive Center Drive & Wood Hollow Drive (2024)	Conduct traffic signal warrant analysis.	\$10,000	52.6%	\$5,260
3b. Executive Center Drive & Wood Hollow Drive (2024)	Install a fully actuated traffic signal	\$250,000	52.6%	\$131,500

Phase 4 - 2024 improvements (con't)				
4. Greystone Drive & Hart Lane (2024)	Restripe southbound approach.	\$20,000	9.7%	\$1,940
5. Greystone Drive & Wood Hollow Drive (2024)	Restripe northbound approach.	\$20,000	40.2%	\$8,040
6. Far West Boulevard & Wood Hollow Drive (2024)	Adjust signal timing.	\$10,000	5.6%	\$560
Phase II, III, & IV Improvements Subtotal		\$390,000	-	\$190,320
Recommended Improvements Total		\$2,015,000	-	\$628,000

City of Austin Staff recommended improvements

Staff discussed the need to implement physical improvements concurrently with the development of the site and thus prioritized the infrastructure elements accordingly. Staff recognized and acknowledged the need to distinguish site related traffic congestion from larger (or preexisting) regional traffic concerns. Therefore, after review and acceptance of the TIA findings, the following terms were set forth:

- 1) Wherever feasible, staff prefers to have the developer construct physical improvements instead of posting fiscal towards the estimated costs of construction.
- 2) In locations where more than one improvement is identified, staff would accept a fully constructed single improvement in the place of several partial funded elements.
- 3) Texas Department of Transportation facilities also serve the interests of the general traveling public and are therefore incorporated into City of Austin objectives for site mitigation.

Conclusions and recommendations

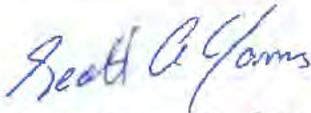
While not all of the identified improvements necessary will be constructed as part of this site development, review staff are in agreement that the applicant will satisfactorily mitigate the impact determined in the TIA document if certain critical improvements are made as a part of site development. Therefore, staff recommends approval of this zoning application subject to the following conditions:

- 1) Prior to the 3rd Reading of City Council, the applicant should commit to constructing the following identified improvements as part of their site development application:
 - A. Within 1 year of the effective date of the rezoning ordinance, the owner will pay \$420,000 to the City of Austin Transportation Department, to be used exclusively for the installation of a traffic signal at Hart Lane and Spicewood Springs Road

B. The owner will enter into an agreement with TxDOT¹ to complete the work for the following three projects that were identified in the TIA:

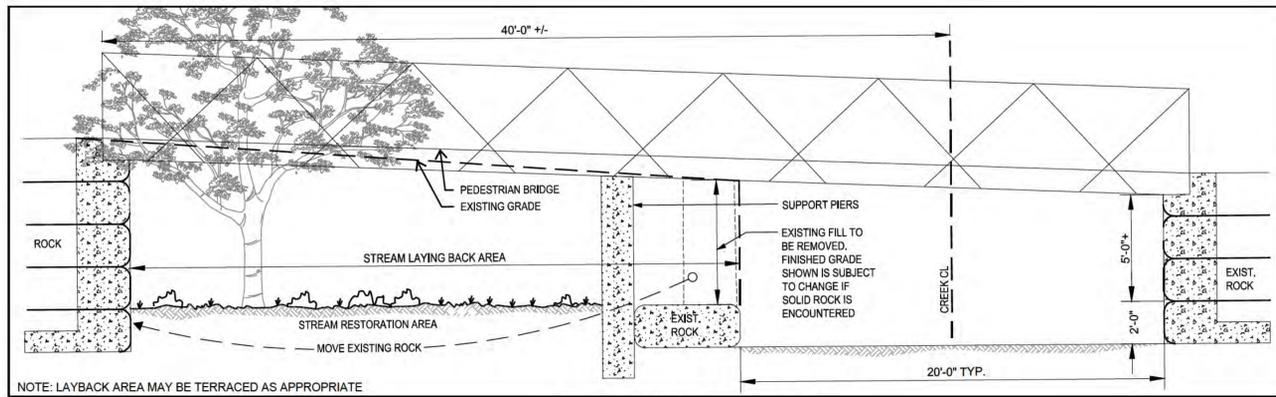
- i. Construct free eastbound right-turn movement from Spicewood Springs Road to Mo-Pac (Loop 1) southbound frontage road,
 - ii. Construct a southbound right-turn deceleration lane on Mo-Pac (Loop 1) southbound frontage road (upstream of Executive Center Drive), and
 - iii. Construct a southbound acceleration lane on Mo-Pac (Loop 1) southbound frontage road (downstream of Executive Center Drive).
- 2) Per the Texas Dept. of Transportation (TxDOT), design of all elements which access the southbound frontage road of Mo-Pac (Loop 1) is subject to review for compliance with safety standards and requirements.
- 3) Development of this property should not vary from the approved uses, nor exceed the approved intensities and estimated traffic generation assumptions within the TIA document (dated July 26, 2016), including land uses, trip generation, trip distribution, traffic controls and other identified conditions.

If you have any questions or require additional information, please contact me at (512) 974 – 2208. Thank you.

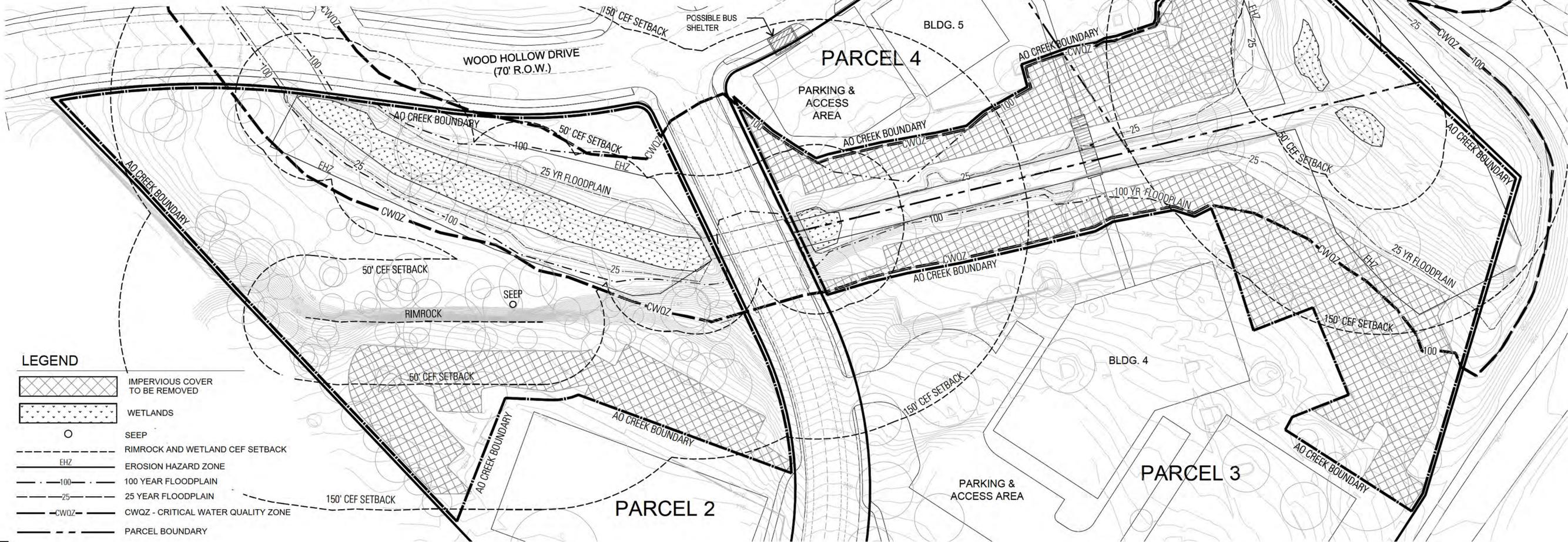


Scott A. James, P.E., PTOE
Development Services Department
Land Use Review Division/ Transportation Review

¹ The implementation of the construction will be done through an agreement with TxDOT that either (i) allows for the owner to design and construct the improvements with TxDOT approval or (ii) permits the owner to pay TxDOT to construct the improvements



STREAM LAYING BACK SECTION
SCALE: 3"=1'-0"

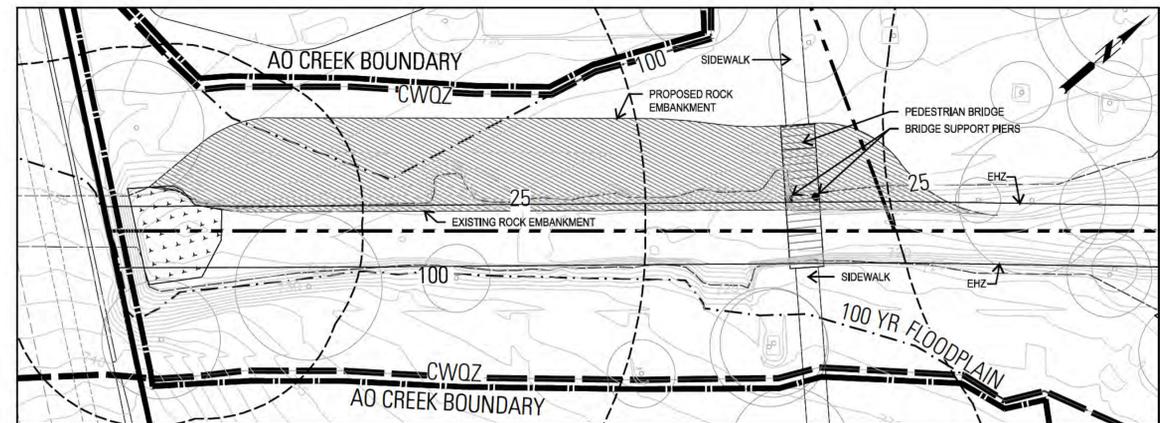


LEGEND

	IMPERVIOUS COVER TO BE REMOVED
	WETLANDS
	SEEP
	RIMROCK AND WETLAND CEF SETBACK
	EROSION HAZARD ZONE
	100 YEAR FLOODPLAIN
	25 YEAR FLOODPLAIN
	CWQZ - CRITICAL WATER QUALITY ZONE
	PARCEL BOUNDARY

Notes:

- Construction within the CWQZ and CEF buffer shall include the removal of existing surface parking lots and restoration of such areas. A restoration plan shall be submitted to the City for review and approval and implemented with each site plan for Parcels 2, 3, 4, and 5. The restoration plan shall be approved if it complies with the following: (i) planting and seeding pursuant to the standard specification 609s, and (ii) revegetation shall be adequate to achieve a score of "Good (3)" at maturity for the following parameters of Environmental Criteria Manual Appendix X "Scoring: Zone 1 - Floodplain Health": gap frequency, soil compaction, structural diversity, and tree demography. The identified Zone 1 parameters shall apply to all restored areas within the CWQZ and CEF buffers. Restoration of existing parking lot areas within the AO Creek Plan, and outside of the CWQZ or CEF buffer, shall be planted and seeded pursuant to standard specification 609s. The restoration plan shall be implemented prior to certificate of occupancy, and restoration shall be considered complete if the goals of the restoration plan have been met following a one year warranty period.
- Construction of the pedestrian bridge to be pre-engineered steel frame with concrete decking at a minimum of 8 ft wide and shall allow for pier supports on the inundation bench. The pedestrian bridge is to be constructed as part of Parcel 3 and maintained by the Owner for ten years from the date of installation and maintained by the City thereafter.
- The West side of the unnamed creek bank on Parcels 4 and 5 will be laid back to create an inundation bench as shown on this Exhibit H, unless uniform cohesive bedrock prevents excavation to the depth shown. The Owner will not be required to excavate further if blasting or cutting of bedrock is required. The inundation bench will be restored pursuant to Note 1 above, unless subsurface conditions such as shallow bedrock make restoration infeasible as determined by Watershed Protection Department staff. The design shall accommodate a minimum of 10 feet at the top of the bank for a future trail or other permitted improvements. To the extent the Owner is unable to achieve 20,000 cubic feet of detention storage by laying back the West side of the unnamed creek bank on Parcels 4 and 5, the Owner will create a dual-use detention/parkland area within the AO Creek boundary on the East side of the unnamed creek bank such that a total of at least 20,000 cubic feet of detention is provided.
- Except as provided in Note 3 above, the existing stable banks, including the sections consisting of stacked limestone boulders, shall remain undisturbed except for enhancements and repairs, including, but not limited to, any work required to eliminate existing flumes which direct untreated runoff directly to the creek area. The construction in the CWQZ may also include hard surfaced paths/trails/walkways, a pedestrian bridge with support piers, and access and utility easements, including utility lines and systems and necessary connections to such lines and systems to provide services to the buildings and improvements within the PUD pursuant to, City Code Sections 25-8-261 (Critical Water Quality Zone Development) and 25-8-262 (Critical Water Quality Zone Street Crossings).
- Bus shelter subject to Capital Metro need and approval.
- The buildings, structures, parking, sidewalks, trails and other improvements shown on this exhibit are graphic representations and are not exact. The exact locations and specifications for the buildings, structures, parking, and other improvements shall be determined as site development permits are issued as is consistent with the provisions and intent of this ordinance.



STREAM LAYING BACK AREA
SCALE: 1"=30'-0"

EXHIBIT J

REVISED : SEPTEMBER 15, 2016

UDG
Urban Design Group PC
TX Registered Engineering Firm #11843
3660 Stoneridge Road
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Austin, TX 78746
512.347.0040

TBG
Landscape Architects Planners
1705 Guadalupe Street, Suite 500
Austin, Texas 78701
(512) 327-0111 Fax: (512) 327-0488
Austin Dallas Houston San Antonio

AUSTIN OAKS PUD
AO CREEK PLAN

NOTES	NAME	DATE
SURVEY BY		
DRAWN BY		
CHECKED BY		
DESIGNED BY		
REVIEWED BY		

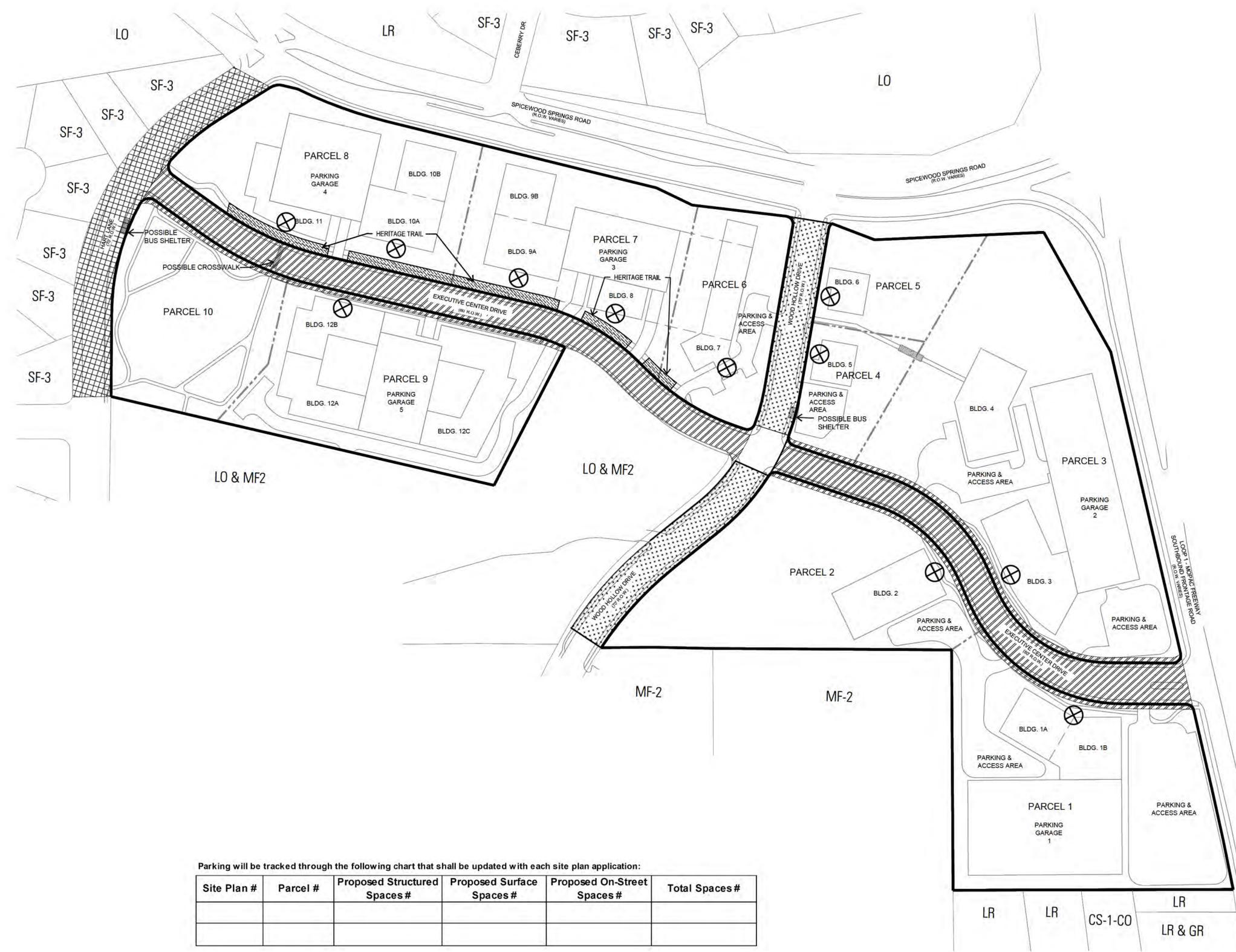
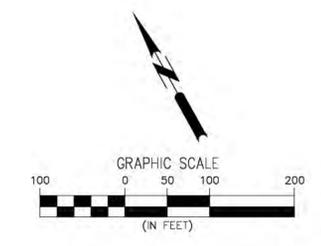
EXHIBIT H

AUGUST 30, 2016

UDG JOB NO. 15-864

1"=40'

CASE NUMBER: C814-2014-0120



LEGEND

- EXECUTIVE CENTER DRIVE STREETSCAPE
- WOOD HOLLOW DRIVE STREETSCAPE
- HART LANE STREETSCAPE
- INDICATES AT LEAST ONE ENTRY ON STREET FACING FACADE OF BUILDING

Parking will be tracked through the following chart that shall be updated with each site plan application:

Site Plan #	Parcel #	Proposed Structured Spaces #	Proposed Surface Spaces #	Proposed On-Street Spaces #	Total Spaces #

- NOTES:**
- AT THE TIME OF SITE PLAN, A PUBLIC ACCESS/SIDEWALK EASEMENT WILL BE PROVIDED FOR THE PORTION OF THE HERITAGE TRAIL LOCATED WITHIN THE PARCEL FOR WHICH A SITE DEVELOPMENT PERMIT PLAN IS BEING SOUGHT.
 - AT THE TIME OF SITE PLAN (AND AT THE OWNER'S DISCRETION) A PEDESTRIAN PATHWAY WITHIN A PUBLIC EASEMENT THAT IS A MINIMUM OF 8' WIDE WILL BE LOCATED FROM EXECUTIVE CENTER DRIVE TO SPICEWOOD SPRINGS ROAD ON EITHER PARCEL 7 OR PARCEL 8, WITH SPECIFIC LOCATION SUBJECT TO OWNER DISCRETION.
 - STREETScape DESIGN WITHIN R.O.W. ARE SUBJECT TO TRAFFIC IMPACT ANALYSIS IMPROVEMENTS AND CITY APPROVAL.
 - BUS SHELTER SUBJECT TO CAPITAL METRO NEED AND APPROVAL.
 - THE BUILDINGS, STRUCTURES, PARKING, SIDEWALKS, TRAILS AND OTHER IMPROVEMENTS SHOWN ON THIS EXHIBIT ARE GRAPHIC REPRESENTATIONS AND ARE NOT EXACT. THE EXACT LOCATIONS AND SPECIFICATIONS FOR THE BUILDINGS, STRUCTURES, PARKING AND OTHER IMPROVEMENTS SHALL BE DETERMINED AS SITE DEVELOPMENT PERMITS ARE ISSUED AS IS CONSISTENT WITH THE PROVISIONS AND INTENT OF THIS ORDINANCE.

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AUSTIN OAKS PUD

STREETSCAPE PLAN

EXHIBIT I
 PAGE 1 OF 5

AUGUST 30, 2016

UDG JOB NO. 15-864

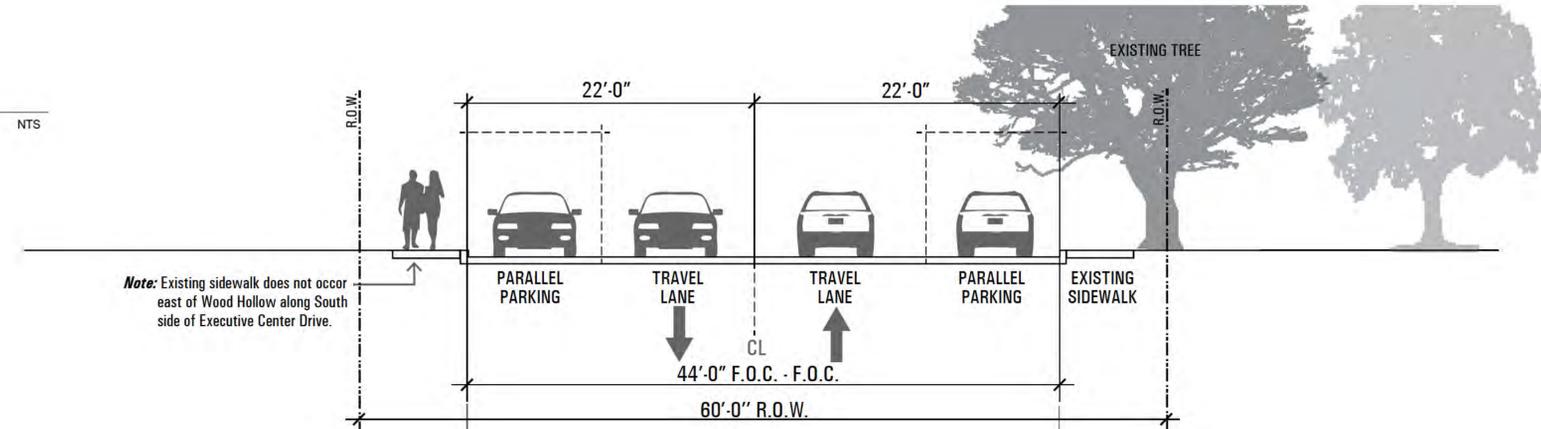
1"=100'

CASE NUMBER: C814-2014-0120

EXHIBIT K

EXECUTIVE CENTER DRIVE - **EXISTING** CONDITIONS

NTS



Note: Existing sidewalk does not occur east of Wood Hollow along South side of Executive Center Drive.

EXECUTIVE CENTER DRIVE - **PROPOSED** CONDITIONS

NTS

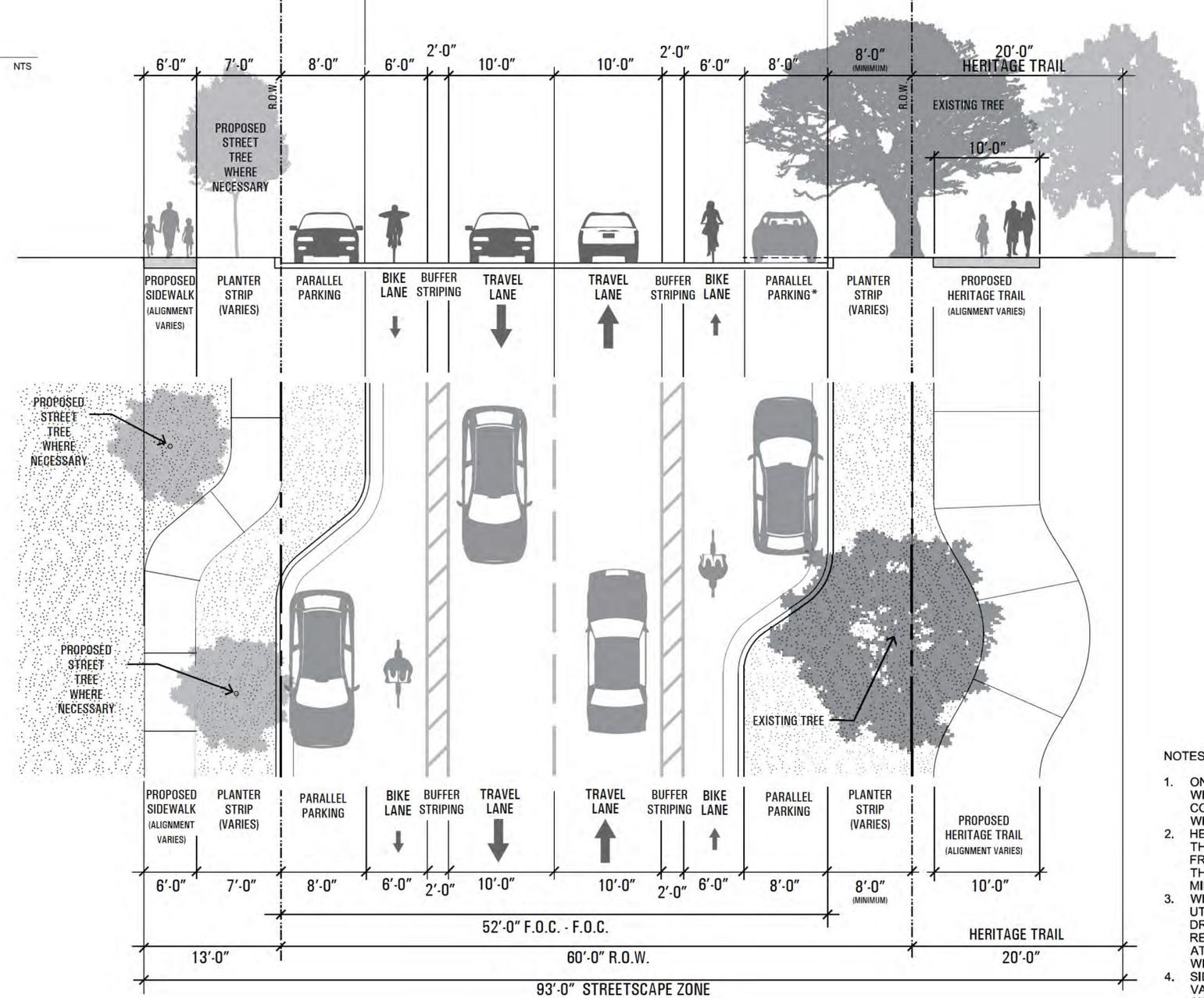


EXHIBIT K

NOTES:

- ON-STREET PARALLEL PARKING MAY BE LOCATED WHERE NOT IN CONFLICT WITH EXISTING SITE CONDITIONS. EXISTING SIDEWALK TO BE REMOVED WHERE PARALLEL PARKING OCCURS.
- HERITAGE TRAIL (10 FT WIDE) EXTENDS ALONG THE NORTH SIDE OF EXECUTIVE CENTER DRIVE FROM HART LANE TO WOOD HOLLOW. THEREAFTER, THE SIDEWALK WIDTH IS 6 FT MINIMUM TO MOPAC FRONTAGE.
- WHERE FEASIBLE, GIVEN EXISTING TREES, UTILITIES, SITE VISIBILITY, STREET LIGHTS, DRIVEWAYS AND OTHER REQUIRED REGULATORY RESTRICTIONS, STREET TREES SHALL BE PLACED AT AN AVERAGE SPACING OF 30 FT ON CENTER WITHIN THE PLANTER STRIP.
- SIDEWALK AND PLANTER STRIP ALIGNMENT WILL VARY DEPENDING ON EXISTING TREES AND OTHER SITE CONDITIONS.
- POSSIBLE STREET AND CURB VARIATION TO ALLOW FOR ON-STREET PARKING AND LANDSCAPE BUMPOUTS, AT OWNER'S DISCRETION.



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Austin Dallas Houston San Antonio

AUSTIN OAKS PUD

STREETSCAPE PLAN

NOTES	NAME	DATE
SURVEY BY		
DRAWN BY		
CHECKED BY		
DESIGNED BY		
REVIEWED BY		

EXHIBIT I

PAGE 2 OF 5

AUGUST 30, 2016

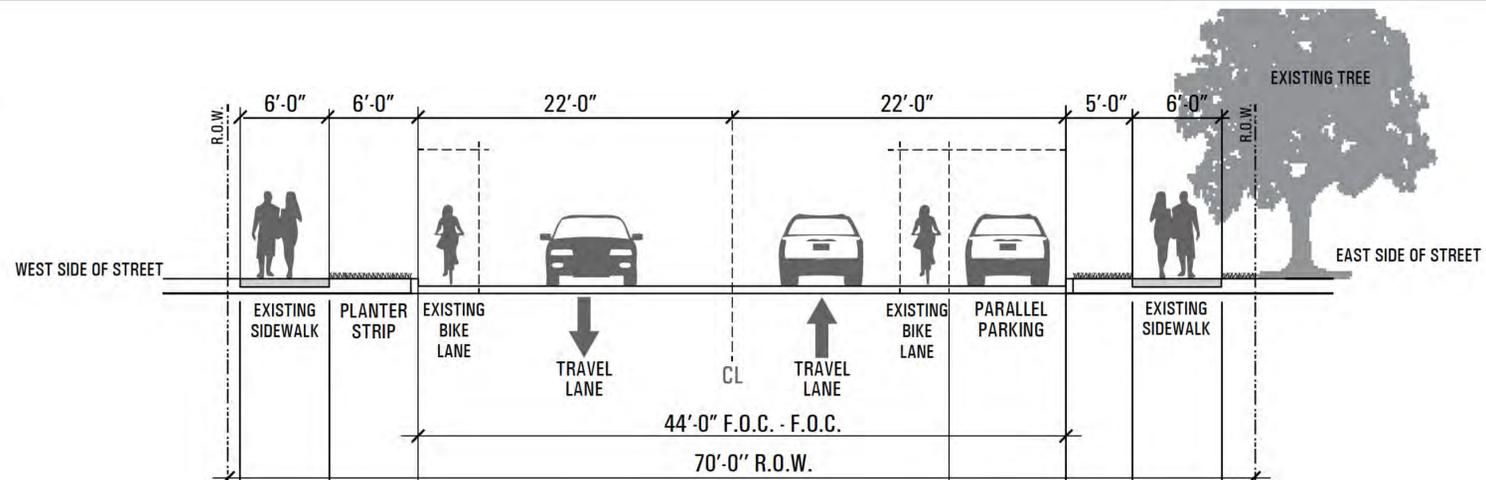
UDG JOB NO. 15-864

CASE NUMBER: C814-2014-0120

AUSTIN OAKS 15-864

WOOD HOLLOW DRIVE - **EXISTING** CONDITIONS

NTS



WOOD HOLLOW DRIVE - **PROPOSED** CONDITIONS

NTS

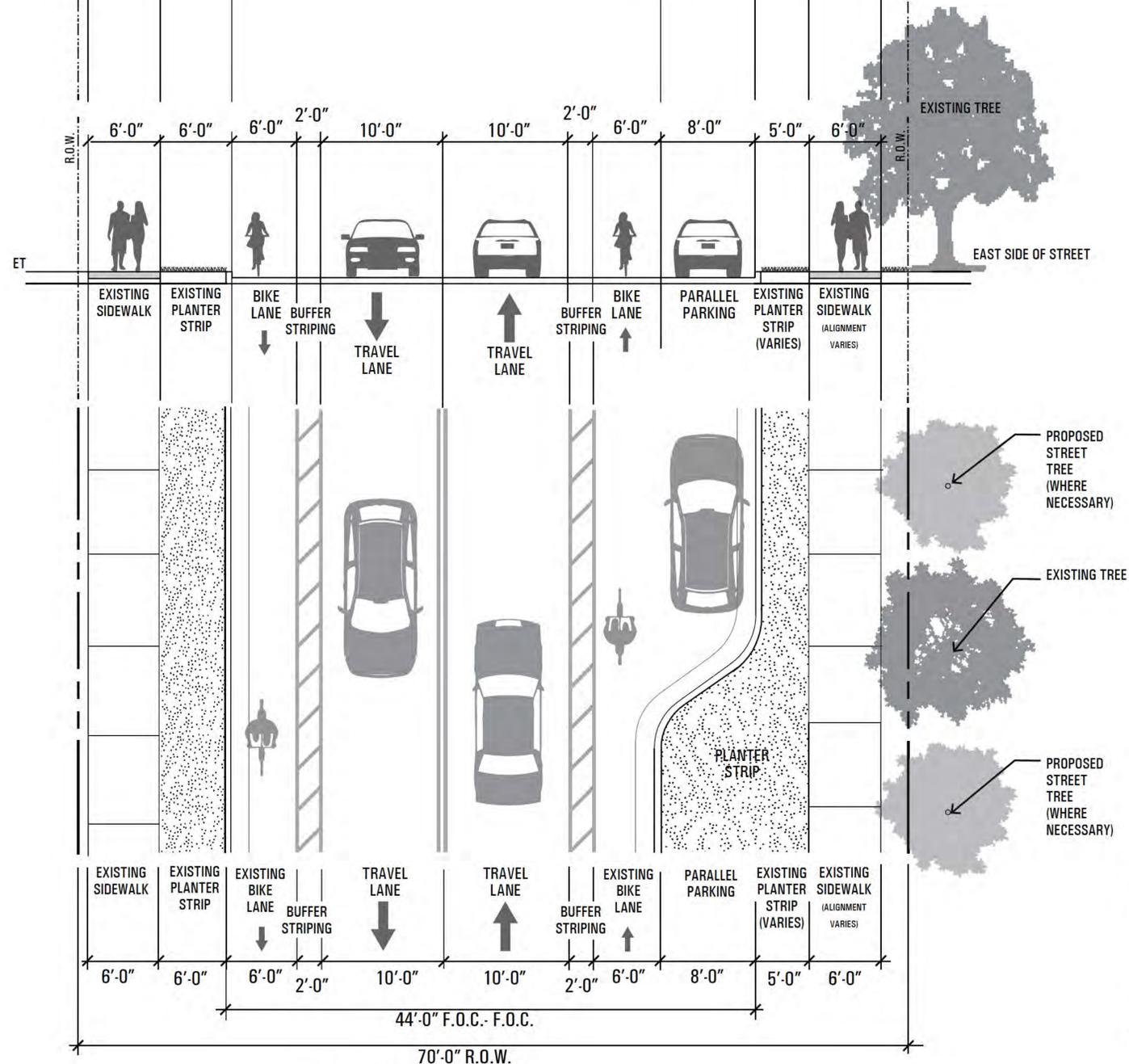


EXHIBIT K

NOTES:

1. WHERE FEASIBLE, GIVEN EXISTING TREES, UTILITIES, SITE VISIBILITY, STREET LIGHTS, DRIVEWAYS AND OTHER REQUIRED REGULATORY RESTRICTIONS, STREET TREES SHALL BE PLACED AT AN AVERAGE SPACING OF 30 FT ON CENTER WITHIN THE PLANTER STRIP.
2. SIDEWALK AND PLANTER STRIP ALIGNMENT WILL VARY DEPENDING ON EXISTING TREES AND OTHER SITE CONDITIONS.
3. POSSIBLE STREET AND CURB VARIATION TO ALLOW FOR ON-STREET PARKING AND LANDSCAPE BUMPOUTS, AT OWNERS DISCRETION.



AUSTIN OAKS PUD
STREETSCAPE PLAN

NOTES	NAME	DATE
SURVEY BY		
DRAWN BY		
CHECKED BY		
DESIGNED BY		
REVIEWED BY		

EXHIBIT I

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AUGUST 30, 2016

UDG JOB NO. 15-864

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AUSTIN OAKS 15-864